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Ski patrolman Wes Rood and Instructor Jack Bright were exuberantly jumping a thirty-foot cornice high on Mammoth Mountain in Bishop, California, when they were "stopped" by Photographer John M. Stephens for this memorable picture of ski action at its best.

EDITOR & PUBLISHER

William T. Eldred

ASSOCIATE PUBLISHER

David Rowan

MANAGING EDITOR

John Henry Auran

ASSOCIATE EDITORS

Wolfgang Lert, Kathryn Eldred,

Collamer Abbott

ART DIRECTOR

Jack Schriever

PHOTO EDITOR

George Burns

CIRCULATION DIRECTOR

Lois Guyer

ADVERTISING DIRECTOR

Arthur H. Morse, II

ASSISTANT

Ruth LaBombard

BUSINESS MANAGER

Theresa Goular

PRODUCTION MANAGER

Matthew J. Whittall

ADMINISTRATIVE ASSISTANTS

Barbara Raber, Valerie Vergobbi

ADVERTISING OFFICES

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EDITORIAL

At the Crossroads of Two Quarter Centuries

This issue marks the twenty-fifth season of SKI Magazine. Naturally, this event is important to us, but we also like to think that it is equally important to all American skiers. It is a coincidence that this anniversary follows on the heels of the Winter Olympics at Squaw Valley. The start of SKI's second quarter century also marks the beginning of a new era for skiing in the United States.

You will note that the emphasis is on the future. This is no accident of wording. It reflects the skier's optimistic outlook that tomorrow, next weekend, next month, next year and the years after will reveal new and fresh skiing horizons.

This does not mean that we want to forget or ignore the past. To the contrary, we like to feel that our history of uncertain but hopeful beginning, of trial and error, of failure and success is in a nutshell the history of every individual skier. Our less happy memories occasionally warm us with nostalgia because we now realize that growing pains are not permanent scars.

Sharing the growing pains were our readers and our advertisers, particularly those who have been with us during the formative years. Readers are the heart and soul of any publication, and SKI Magazine has been unusually blessed. You have not only paid for subscriptions, but you have been the source of inspiration for many articles, the subjects in many of our photographs and a constant source of comment without which editors must work in a vacuum.

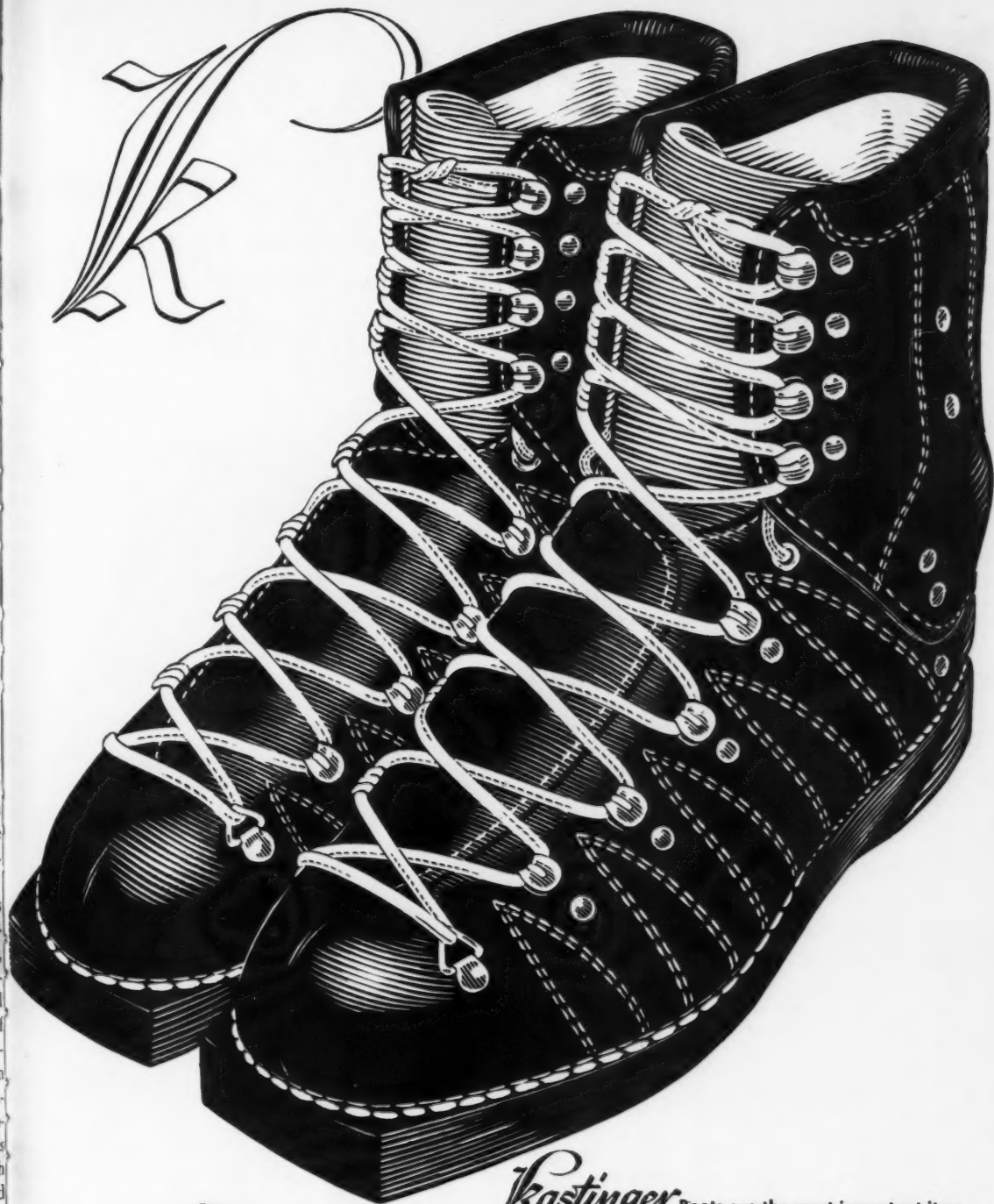
As for our advertisers, you have

provided the bulk of the income which enables us to put out a quality magazine. But there is more to it than that. Many of our advertisers are also our personal friends who have shared and continue to share with us the trials and triumphs of the ski world. That we have enjoyed a measure of success is a tribute to the dynamic nature of the sport.

But if growth has brought us facilities we did not dare to dream of twenty-five years ago, it has also brought some of the more impersonal aspects of modern business. It is the latter which has led to the frequently voiced concern that progress has been made at the expense of the camaraderie, excitement and enthusiasm of skiing's infant years.

We cannot believe that this is really so. True, there have been fantastic changes in all phases of skiing, but these changes have not really altered its essential objectives and meanings. It can be a means of enjoying the outdoors, a pleasant diversion, a family recreation or an exacting test under competitive conditions. Yet no matter how you approach skiing, the fact that it calls into action personal qualities which are threatened by our automated way of life, makes skiing a deeply satisfying experience.

This satisfaction is the constant encountered thousands of times in every year of twenty-five years of publishing SKI Magazine. It is unchanging and unchangeable. It has served as the foundation of SKI Magazine in the past. It will continue to do so in the future.



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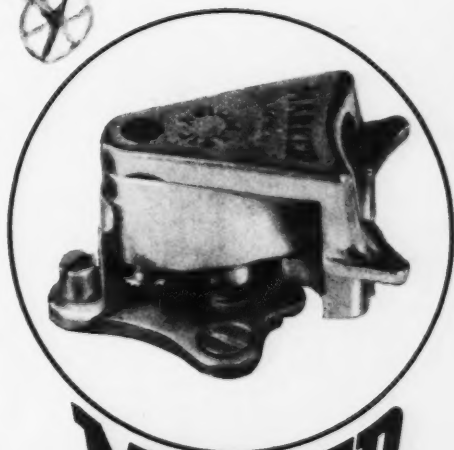
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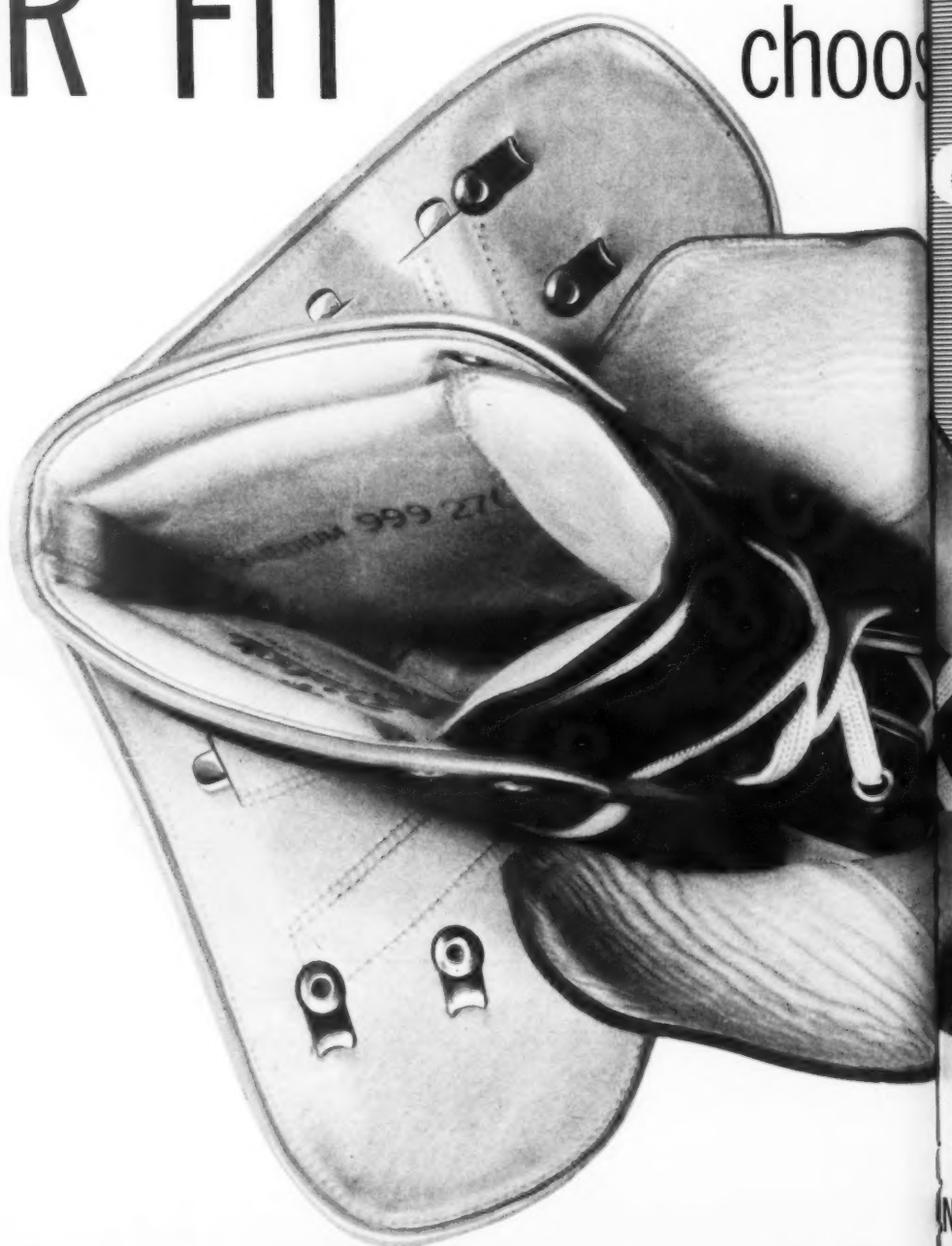
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NEWS IN BRIEF

Ski Areas Make Room for Growing Population

Ten miles of trails just for touring, a "kissing bridge" and striking new lodges, not to mention new lifts, are some of the changes that will greet the nation's skiers this season. The emphasis is on accommodating more skiers better.

Paleface, at Jay, N. Y., is a new area that boasts the ten miles of touring trails—an innovation in the east. Paleface, primarily for beginners and intermediates, will be a good neighbor for nearby Whiteface. A chair lift, T-bar and eighteen trails are Paleface's major facilities for the first year. A ski shop and school, of course. Ski artist Boylan Fitz-Gerald is the prime mover.

Kissing Bridge is the name of another new area at Concord, N. Y., about twenty miles south of Buffalo. Two T-bars will serve the area this year and three more are planned, plus two rope tows. The 6,800-square-foot lodge is in early American style architecture. The name, incidentally, is derived from the covered bridge that serves as an approach to the area.

Medicine Bow at Centennial, Wyo., will open thirty-six miles west of Laramie with two T-bars and trails for all classes of skiers. A sixty-meter jump is also planned. Monte Skinner, formerly of Sun Valley, will head the ski school and Fred Richardson, Wyoming U. coach, will assist.

"We'll open by Christmas," says Hans Thorner, developer of Magic Mt. in Londonderry, Vt. Thorner is pushing through a two-lane road to the foot of the mountain and will have a T-bar in operation servicing two slopes and one trail. There'll be a three-story base station with cafeteria seating for 200, ski shop and first aid room. Thorner will direct the school.

Developers of Cave Mt. at Windham, N. Y., in the Catskills are going ahead with their luxury resort. This family area with everything will eventually have several chair lifts.

New in eastern Canada is Roundtop Mt. at Sutton, Quebec. Roundtop will start with a chair lift and a T-bar and trails for all abilities. Camp Fortune in Old Chelsea, Quebec, also has a chair lift in the works.

Many big areas are installing lifts as part of normal expansion, but more interesting are the number of chair lifts going up in unexpected places. For example: Elk Mt. near Uniondale, Pa.; Jay Peak at North Troy, Vt.; Mohawk Ski Area at Cornwall, Conn.; Multnorpor Ski Area on Mt. Hood, Ore., is planning one for 1961.

New chairs will appear, too, at Heavenly Valley, Calif.; The Big Mountain, Whitefish, Mont.; Alyeska, Girdwood, Alaska; Sugarbush Valley, Warren, Vt.; Mt. Snow, Vt.; Mt. Mansfield, Stowe, Vt.; Boyne Mt., Mich.; Stevens Pass, Wash.; and June Lake, Calif.

Caberfae, Mich., is adding two T-bars, Mt. Rose, Reno, Nev., a disc-type lift and Redstone, Colo., another new area, will have a T-bar.

Lifts are the most dramatic evidence of expansion, but there has to be room to accommodate all the skiers the lifts transport. Reports so far indicate that a great deal of money is being spent on smoothing and widening trails to accommodate the increasing number of skiers and cut down traffic jams. Bigger lodges, more parking, better equipped rental shops are all part of the picture.

A case in point is the \$150,000 mid-station going up at Whiteface to help take pressure off existing facilities. This Swiss chalet type structure will have cafeteria and rest rooms, complete sun deck and a ski patrol room. Whiteface is also erecting a warehouse at the base lodge just for storage.

Financing the Olympics

More than ten million dollars worth of physical property was turned over to the state of California by the organizing committee of the VIII Olympic Winter Games, according to Pres. Prentis C. Hale. The exact figure was \$10,604,000 which compares with \$8,990,000 spent by the state to put on the Games.

The state will also get about \$150,000 from various motion picture and television rights, contract and insurance claims and funds held in reserve by the Department of Defense.

In addition to the funds received from California to finance the Games, the organizing committee received \$2,400,000 in goods and services by gift or loan; \$3,500,000 from the federal government; \$363,000 from Nevada; \$2,900,000 in military equipment lent to the committee; \$900,000 for military support activities; \$161,000 in cash do-

continued page 12

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NEWS IN BRIEF

continued from page 10

nations from corporations; and about \$2,700,000 in ticket sales, television, licenses, franchises and related sources.

Besides all the skiing facilities, including two chair lifts, three ski jumps and miscellaneous equipment, the state got a \$452,000 sewage disposal plant, a \$248,000 water supply system, a \$442,000 flood control works and \$561,000 in roads and bridges.

Penny Pitou on Tour; To Write for SKI

Fifty appearances across the country have been scheduled for Olympic star Penny Pitou as fashion consultant for the White Stag Mfg. Co. She will appear at retailers' fashion shows and ski shows.

Cities and dates of her appearances in October are as follows:

Spokane, Wash., 15; Portland, Ore., 17; Sacramento, Calif., 18; Reno, Nev., 19; Bellingham, Wash., 20; Tacoma, Wash., 21; Seattle, Wash., 22; San Francisco, 24, 25, 26; Los Angeles, 27, 28, 29; Chicago, 31.

During the 1960-61 season Penny will write for SKI Magazine under the title, "Penny Pitou Speaks Her Mind."

Sun Valley Gets Air Service

Sun Valley is now on the West Coast Airlines map with service inaugurated Aug. 1. Planes land at Friedman Memorial Airport in Hailey, twelve miles from Sun Valley, and limousines take passengers to the resort itself. Connections can be made from all directions for through service to Sun Valley.

Coaches Can't Compete

The National Ski Association board of delegates, during the N.S.A. convention in Glacier, Mont., in June, adopted recommendations of the eligibility and rules committee which included elimination of the "open class" competition as announced last season by the N.S.A.

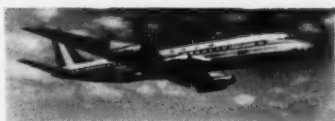
Not all regional associations have accepted this change wholeheartedly, but it is designed to put the N.S.A. racing rules in line with the F.I.S. and I.O.C. regulations. The change eliminates coaches of competitors from competing themselves in sanctioned amateur races. They are now classified as professionals.

continued page 14

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NEWS IN BRIEF

Ski teachers who do not instruct competitors or use their names in connection with a school or resort and teach only elementary or intermediate skiers are still eligible to race as amateurs under the new interpretation.

Bennett at White Pass

Nelson Bennett, formerly of Sun Valley and a Lancaster, N. H., native, is now executive general manager of the White Pass Company which operates the White Pass Ski area near Yakima, Wash.

Robinson Basin Study

No final decision on allowing ski development of Robinson Basin in the Inyo, Calif., National Forest is expected until after Jan. 1, according to a U. S. Forest Service release. Fifty-four persons appeared at the hearing held Aug. 3 at Independence, Calif., to present both sides of the question. Robinson Basin is in a primitive area which is not yet open to commercial development. A Forest Service evaluation of the winter sports potential of the basin indicated a shortage of snow early in

the season. Promoters of the basin as a ski area suggested that snow-making machinery would overcome this problem.

C. A. Lund Named to NSGA Hall of Fame

Christian A. Lund, founder and president of the Northland Ski Mfg. Co. and C. A. Lund Co., has been made a member of the Hall of Fame of the National Sporting Goods Association. He's one of three men selected during their lifetime. Lund founded Northland in 1911 and has pioneered many developments in the manufacture of skis and winter sports articles. He outfitted the first U. S. Olympic ski team in 1924.

Harvey Clifford Wed

Harvey Clifford, Mt. Snow ski school director and one of skiing's most eligible bachelors, was married last February to Ellen Vera Kaarsberg, a member of the Mt. Snow ski school. Mrs. Clifford was a high-ranking competitor in women's alpine racing in Europe.

Chicago Ski Fest

Alpine musicians, ski movies, fashion shows and informal talks will be fea-

tured at the third annual Chicagoland Ski Fest. Sponsored by the Chicago Metropolitan Ski Council, the Fest will be held at the Palmer House Oct. 29 and 30. The council is aiming for sixty exhibitors and 6,000 skiers.

Harry W. Hicks Was Lake Placid Pioneer

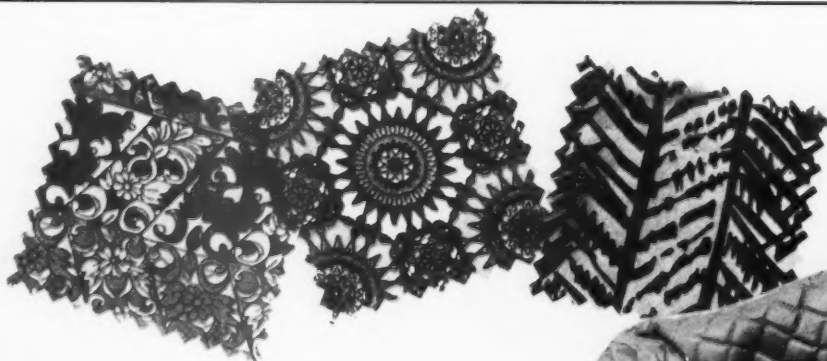
Harry Wade Hicks, one of this country's ski pioneers, died at 88 at the Lake Placid Club last March. Among other activities, Hicks helped organize the USEASA and was a director of the Third Olympic Winter Games at Lake Placid in 1932. For years he was a familiar figure at ski jumping and cross country meets.

Ruschp Heads NSA

Sepp Ruschp, general manager of the Mt. Mansfield ski area in Stowe, was elected president of the National Ski Association at the 52nd annual convention held in East Glacier, Mont., in June.

Joins PNA Staff

Margaret Prothman, the former Margaret Owens, a member of Canada's 1950 FIS ski team, has joined the Pacific Northern Airlines staff at the Seattle-Tacoma Airport.



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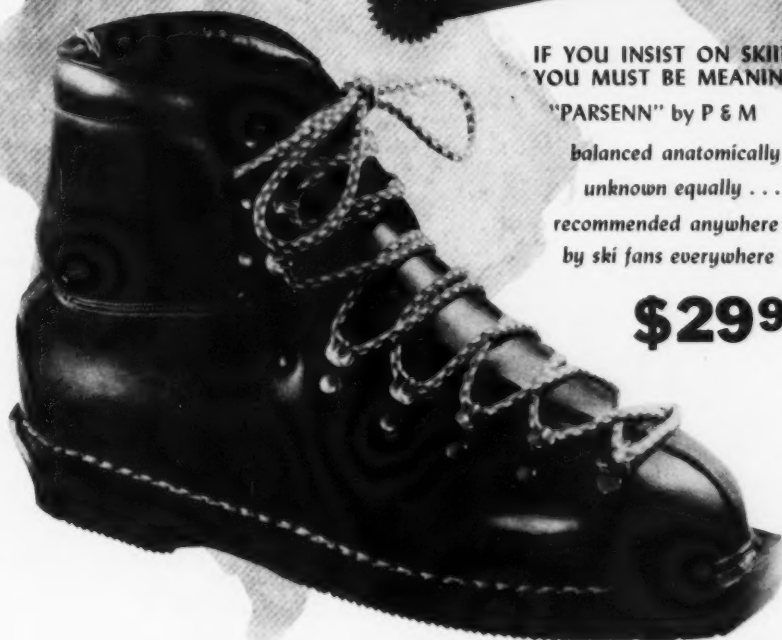
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A Great Year For Equipment

A TIMELY GUIDE FOR THOSE WHO WILL BE BUYING SKIS, BOOTS, POLES AND BINDINGS FOR THE COMING SEASON

It will pay every skier to start his equipment shopping early this year—and for good reasons.

First, there is a greater variety of skis, boots, poles, bindings and accessories than ever before. Second, it will take more than a casual glance to discover what the excitement is all about. Many of the changes are technical and not immediately apparent and many products of the same quality and in the same price range have different features. It will pay you in the long run to consider carefully which of these features will serve you best.

What then are the points to look for as the new season draws near?

METAL SKIS

Olympic and other major racing successes gave metal skis the bulk of the equipment headlines last season. As a result, there are more entries than ever before. Metal skis come in such a multitude of flexibilities, weights and skiing characteristics, it will take a keen eye to pick the right pair. Although there were a few metal racing skis on the market last year, this actually will be the first season that skiers will have to approach metal ski buying with the same sense of discrimination they use in distinguishing between wood recreational skis and wood competition skis.

The much discussed Rossignol Allais 60 is a case in point. The Downhill model is just that, tailored to the needs of modern downhill courses. For all but the specialist, the metal Combination is a far better bet.

Incidentally, Allais 60s will remain scarce since production and shipments to the United States will be limited.

There will be no lack of Kästle Metallskis this season. Various racing models of these skis scored heavily on the international racing circuit last season. Only a limited number of these and of the recreational models were in the

United States last season, but those who had to be satisfied with dreaming about them should have better luck this year.

Head Vectors, also in short supply last year, should be more plentiful this season. Vectors remain substantially unchanged and continue to come in medium and stiff flexibilities.

Hart found its four colors in addition to black popular enough to drop its premium price on color. Hart is also continuing its Mercury model, which with the Italian Freyrie and Northland's Continental are the lowest-priced metal skis on the market at \$69.50, \$79.50 and \$75 respectively.

Attenhofer has added a Jet racing model and has redesigned the A15, which will be narrower and have a stiffer tip.

The two Aluflex models—the men's Super and the women's Mambo—are unchanged this year. A James Couttet racing model is now undergoing testing and should be ready for the 1961-62 season.

Newcomers to the metal field this year are Sohler, Erbacher and Persenico. Persenico's metal ski comes in the form of its P-72, while Erbacher and Sohler offer Slalom, Giant Slalom, Downhill and Combination models. All three feature wood laminations encased in aluminum alloy and Kofix bottoms.

WOOD SKIS

While metal skis captured the headlines, the fact remains that most Olympic medals were won on wood skis. If you want to ski on the skis of the medal winners you have a choice of Kästle, Kneissl, Persenico, Erbacher and Dynamic.

This should prove that wood skis are far from passé. As a matter of fact, there is an interesting new entry—an American one at that. Easily one of the

continued page 20

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1960



HUMMEL

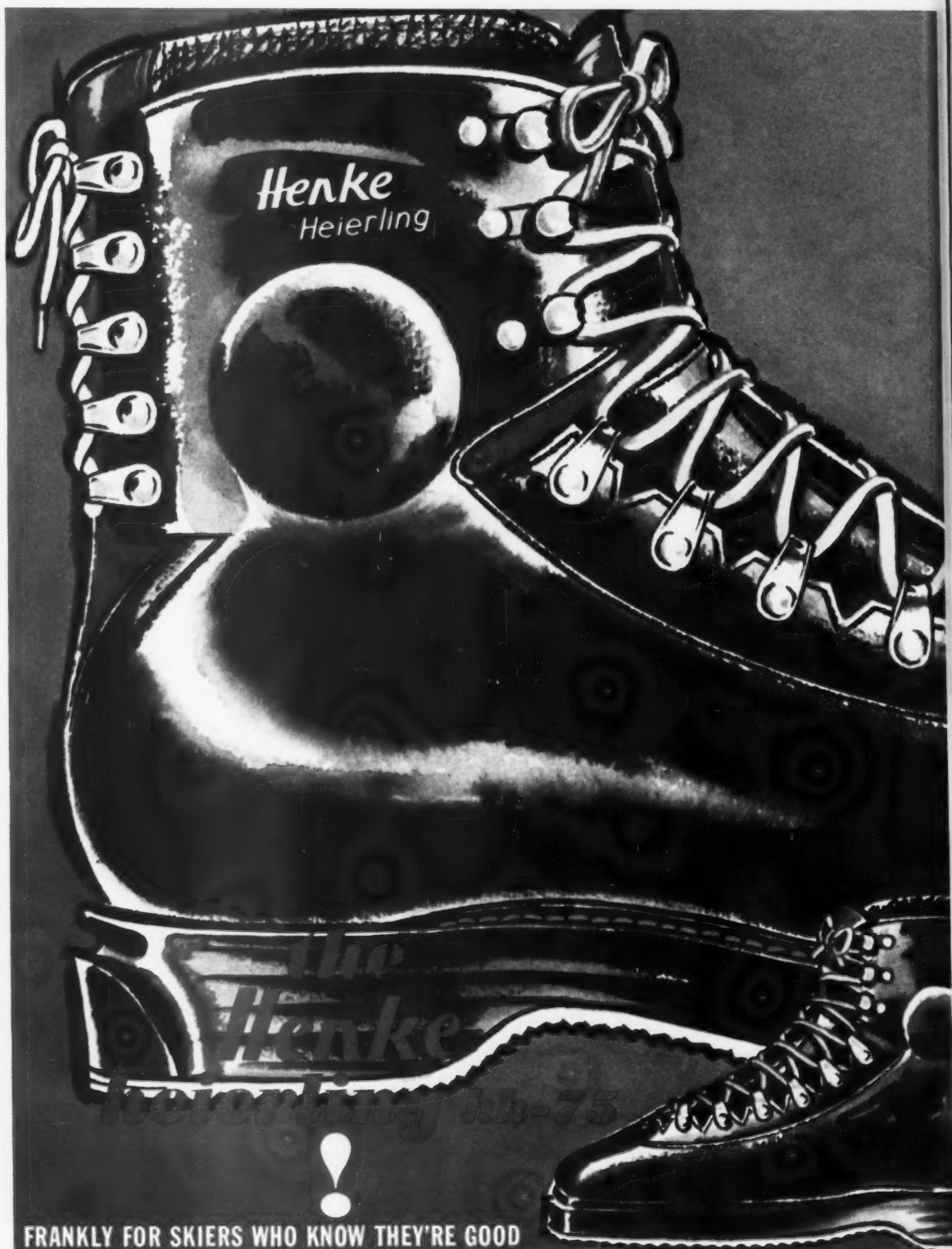


The continent's most noteworthy skiwear brought to America
by the fashion-famed House of Hummel. Brilliant performers
every one, on and off the slopes. Hummel stretch pants, parkas,
apres skiwear for men, women and children. At leading shops.

Imported and distributed exclusively by:

SPECIALTY IMPORTERS, INC.

872 SCARSDALE AVENUE • SCARSDALE, NEW YORK
WEST COAST: 4062 BALBOA ST. • SAN FRANCISCO 21



FRANKLY FOR SKIERS WHO KNOW THEY'RE GOOD

This is the "name" boot in which Olympic racers from many countries performed brilliantly at Squaw Valley. Hans Heierling, "the racers' bootmaker" of Davos, designed it and worked its magnificent leathers into this rock-solid example of the boot-

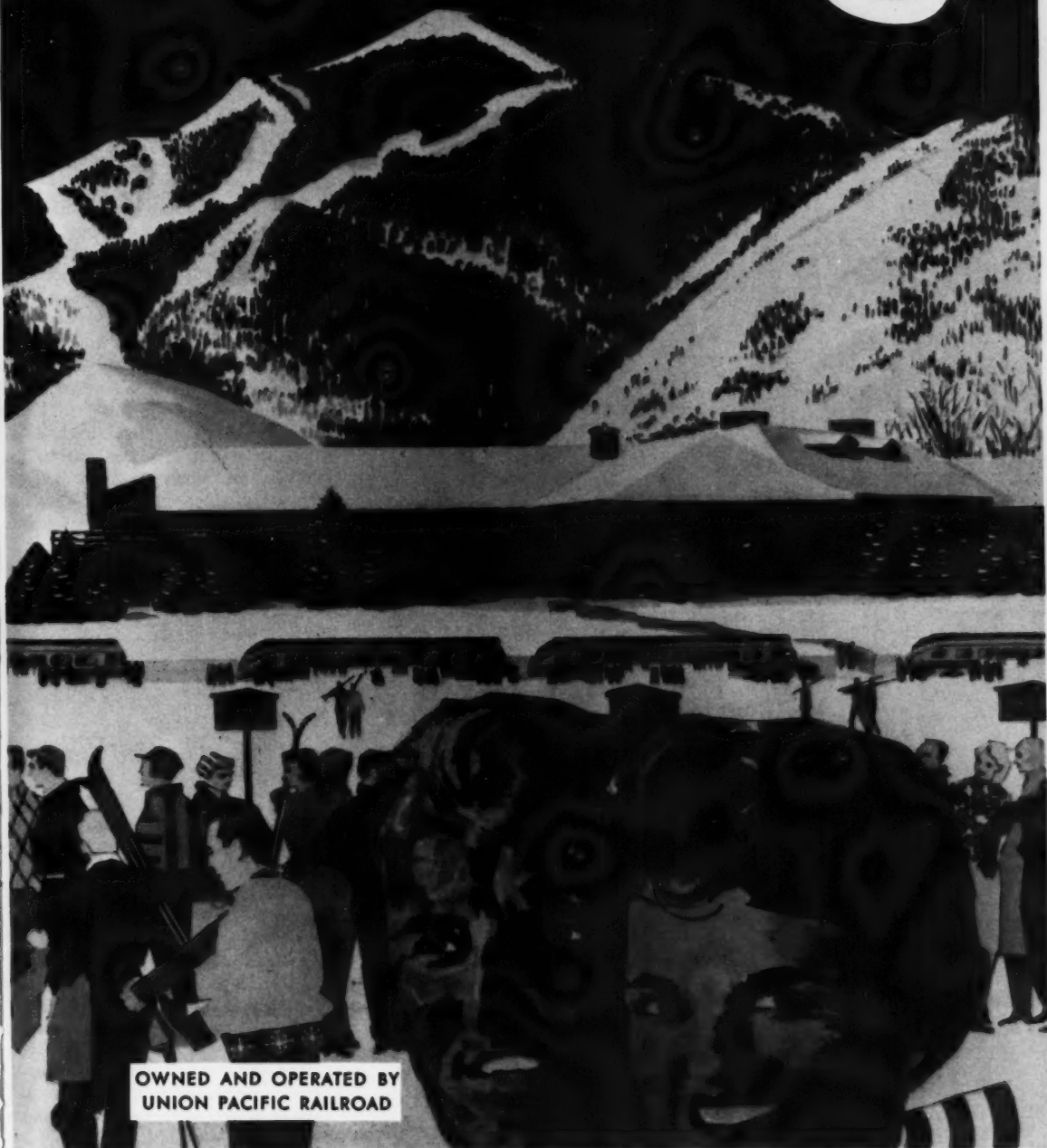
maker's art. Now you can wear this boot if you are an expert or top intermediate skier. Hans Heierling has turned to Henke's great Swiss boot craftsmen to produce the Henke Heierling. The boots are being lasted to his own design. At all fine ski shops.

SPECIALTY IMPORTERS, INC., 872 SCARSDALE AVE., SCARSDALE, N. Y.—WEST COAST: 4052 BALBOA ST., SAN FRANCISCO 21, CALIF.

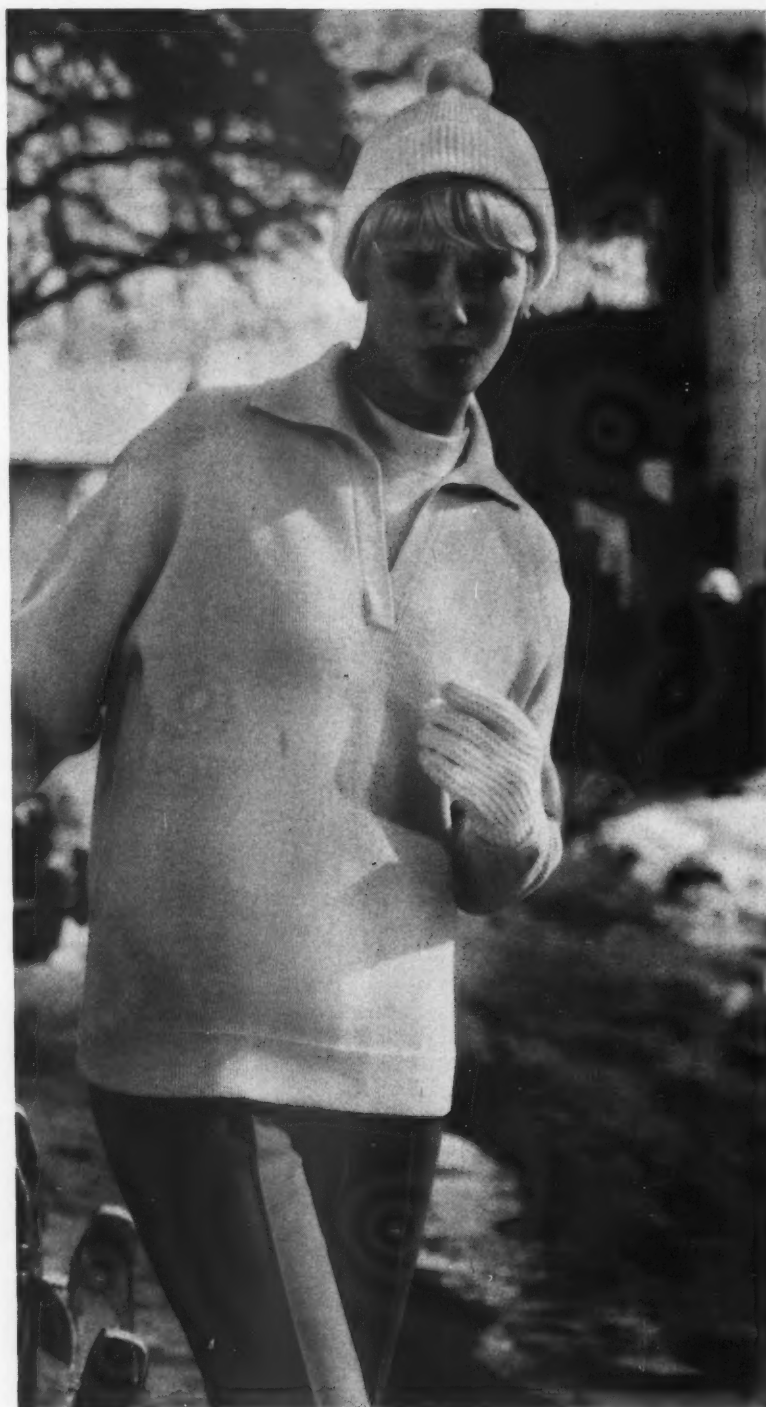
THE "MEETING PLACE"
OF THE SKI WORLD

Sun Valley

IDAHO

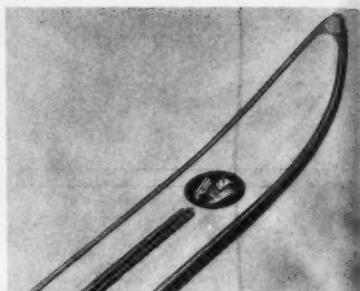


OWNED AND OPERATED BY
UNION PACIFIC RAILROAD



Model: BRISSAGO

Distinctively
Meggi
 high fashion on and off the ski slopes

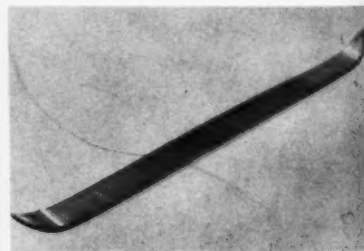


VIKING'S NEW WOOD VALKYRIE

Equipment continued from page 16

three most interesting skis seen at the trade shows was the Valkyrie, the top model of the new Viking line. It is made up of eighty-eight hickory laminations and has a tonkin base so tough it can resist axe blows without chipping or breaking.

Keeping the wood field lively—and making them one of the best ski bargains around—are the many models by Northland, Fischer, Hedlund, Blizzard, Rosskopf, A&T, Cortina, Paris, Streule and the large variety of Japanese skis. And don't let the "Made in Japan" deter you. Krystals have proved themselves for two seasons and their models now cover the field from kids to racers. There are others, such as the Thunderbird, the Victoria all-bamboo ski and the many lines of children's skis which are well worth investigating by those who have to equip large families.

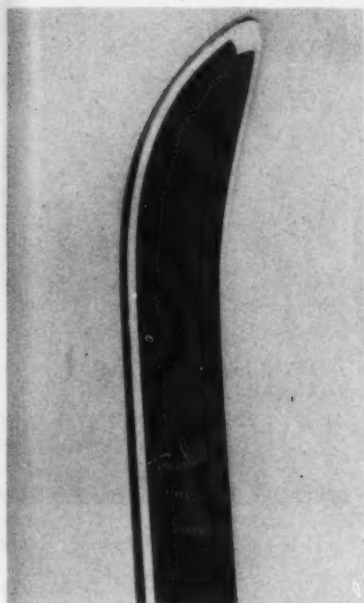


NORTHLAND'S "GOON" SKIS

And for the skier who has everything, or thinks he has, there are Short-ee's thirty-inch Wedeln skis, wider this year for added stability, and Northland's "goon" skis with tips turned up at both ends. They're guaranteed conversation starters in any lift line.

PLASTIC SKIS

The real stoppers this year should be two plastic skis whose makers claim they've overcome the weaknesses of the models of a few years ago.



TONI SAILER FIBERGLASS SKI

Fiberglass bound in tough plastic is the basic ingredient of the top ski of the Toni Sailer line (Sailer's firm also markets other ski equipment). This combination is formed into a shell of great strength with Fiberglass also forming the core of the ski.

The Plymold Glaski is a California product marketed by O-U Sports of Seattle, Wash. It, too, uses fiberglass, but in laminations which are claimed to give the "live action" of a wood ski.

Not available in the United States but already in use in Europe are Kneissl's Epoxi Resin skis. They created a sensation at various European trade fairs, but none are scheduled for the United States this season.

BOOTS

There will still be a few \$30 double boots around this year, but they are few and far between. However, many of the features once found only on high-priced boots are making their appearance in the \$40 to \$60 price bracket.

What you will buy will depend to a large degree on how many of the twenty or thirty features you want. If you want a lot of them, you'll have to go to a high-priced boot. If you can narrow them down, the chances are you will find the combination you want in a medium-priced boot. We are not going to list all of these features. We will note only dominant trends and unusual innovations.

continued page 26



Model: SELLA

Unmistakably **BOGNER**

at fashionable ski shops the world over



\$499

and sixty cents



If you'll take a moment to scribble your name and address on the bottom of this page and send it to us...by return mail we'll once and forever dispel that awful myth that skiing in the Alps takes a parka-full of money. Here's what we mean:

For each of two people traveling together, a 17-day Swissair Alpine ski excursion is now only **\$499.60!** And that's complete with round-trip **jet** transportation from New York direct to Switzerland...lodging...skiers' breakfasts...and six days at each of two world-famous resorts. Check one or all: ■ 17-day special ski excursions ■ Family-fare plan ■ Group departures. Ski now—pay later! **Traccccccccc!**

scribble space

Schuss!
You ski the day you leave!



**SWISSCARE
SWISSAIR
WORLDWIDE**

3 East 54th Street
New York 22, New York SM-10

SKI, OCTOBER, 1960

HUMANIC

MADE IN AUSTRIA

tested on
every slope

always one
step ahead
with *Dynafit*



KITZBUEHEL

DISTRIBUTORS:

Dartmouth Skis, Inc., Hanover, New Hampshire, USA.
Anderson & Thompson Ski Co., 1725 Westlake Ave,
N., Seattle, Wash., USA.

Raymond Lancot, 454 Est. Rue Rachel,
Montreal, Que, Canada.

KASTLE

swept the
1960 Olympics

at
Squaw Valley


5 World
Championships
21 Medals
70% of all competitors
on Kastle

KASTLE WOOD SKIS . . . the finest racing skis
ever made, and more than ever the choice of
Olympians. Squaw Valley proved this. More than
twice as many competitors on Kastle than all
other skis together, and greater successes than
ever before.



U. S. DISTRIBUTOR: DARTMOUTH SKIS,

the Metalski



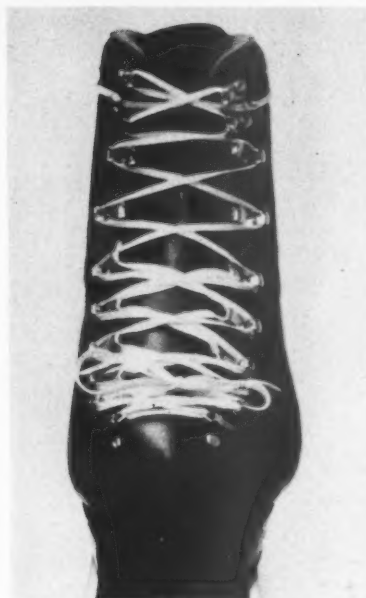
If any ski is
perfect it's
KASTLE

KASTLE METALSKIS . . . never has a new ski been examined so closely . . . never has a ski attained such enthusiastic acceptance. This is truly the greatest ski ever produced—for the competitor, the expert, or intermediate.



KASTLE

HANOVER, N. H. • LOS ANGELES, CAL.



NARROW SOLED MUNARI MASTER

Equipment

continued from page 21

Modern technique requires a certain amount of freedom for forward ankle bend and complete lateral rigidity, two rough requirements which must be met at no expense to comfort.

Part of the solution—featured by Tyrol, Rieker, Klee, Walch, Meingast, and Raichle among others—is to have a fairly high upper and a somewhat higher inner boot. For lateral rigidity, racing type boots, such as produced by Haderer, Rogg, Strolz, Koflach and Graup, use extra heavy leather, while boots intended primarily for recreational skiers such as Le Trappeur and La Dolomite use steel stays in the uppers to accomplish the same purpose.

Technique, which requires that the skis be kept close together, is also responsible for soles getting narrower. Outstanding in this respect is the Austrian Klee and certain models of the Molitor. The most extreme example, however, is provided by the Munari Master, the sole of which is no wider than the average ski.

The Master, which last year startled the ski world by becoming the only high-priced single boot on the market, may have started something. Humanic and Sandler this year entered single boots in the medium-priced field where Henke's Speedfit previously was alone.

G. H. Bass, the only American ski boot manufacturer in the field, is pioneering an interesting departure from the norm. This firm has sandwiched a quarter-inch piece of marine plywood into the sole of its model 1330 for added warmth and rigidity.

Nordica is the originator of another

innovation. Their "snow anklet," attached to the inner boot and covering about an inch of the outer boot, prevents snow from drifting into the boot.

The shaped tongue or variations thereof are featured by several boots, including Molitor, Raichle, Munari and Garmisch. The tongue, shaped to the foot and ankle, makes lacing easier since tongue slippage or uncomfortable wrinkling, frequent causes for relacing, are eliminated.

The distaff side continues to receive extra attention. Kastinger has introduced a Super Light model and Rieker is trimming its Davos model in five colors—green, blue, red, grey and yellow.



SHAPED TONGUE ON RAICHLE BOOT

Raichle-Walch II - luxury model for good skiers \$ 55 -
Twice-reinforced "quarter" - with ankle cups and maximum counters - for superb edging resistance, top value.

Raichle-Silva - For progressive skiers \$ 55 -
New steel reinforced ankle cup for lateral rigidity, and stitched forequarter; ankle pads give moldable heel-fit.

Raichle-Jaguar - A Real "Racer" \$ 39.95
Competition support for active skiers. Steel stays, full, solid counters, high innerboot, heel grippers, full-thick leathers.

YOU'LL SAY

BINDINGS

Release bindings—mostly Markers—were used by more than eighty per cent of Olympic alpine competitors. And these bindings were not, as some skeptics claim, set to the point of no release.

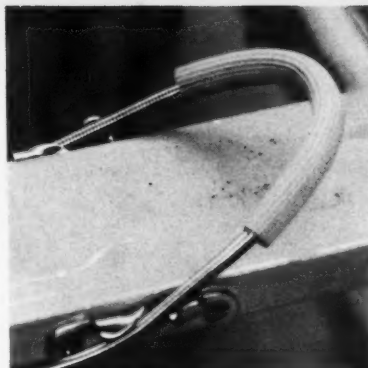
This in itself has resulted in an unusual amount of interest in release bindings. In addition, there are several new ideas and modifications which should make shopping stimulating.

By far the most interesting new idea in releases is Gunther Meergans' new Wunder cable. At first glance it looks like the two-spring in-line cable of old. But within the larger springs are smaller springs which grip the plunger-like ends of the cable. A forward, backward or twisting fall "breaks" one or both sides of the cable. Meergans also has a new rubber-lined toe stop designed to eliminate accidental release through chatter.

Equally unusual is the cable hitch developed by O-U Sports. This hitch is used in conjunction with a toe release. In a fall the beveled edges allow the cable to slide off the hitch, thus freeing the boot from the ski, particularly important when Arlberg straps are used.

This year you will also see several innovations to protect the release mechanism from freezing, an old bugaboo of release bindings.

In the case of the new Tyrolia toe release, this involved complete rede-



O-U'S CABLE RELEASE HITCH

sign to protect the mechanism from snow.

In the case of A&T's new S5X, Northland's redesigned Ski Free and Ramy's Wiki it involved the use of nylon on moving parts, which, it is claimed, reduces friction and prevents corrosion.

A binding trend worth noting is the increasing use of longthong turntables, used by most racers in conjunction with a toe release. There is no lack of entries here. They include such well-known binding names as A&T, Attenhofer, Geze, Look-Nevada, Marker, Miller, O-U Sports, Roskopf, and Tyrolia.

A hidden extra has been provided by Marker and Cubco who have done something to lower mounting costs by providing jigs which cut mounting

time to minutes. It's an example other binding manufacturers could well copy.

POLES

There are, to coin a phrase, more poles than you can shake a stick at, and they are lighter, stronger and better looking in virtually every price bracket.

Two firms, well-known for their accomplishments in other areas of ski equipment, have entered the pole field. Barrecafter has a complete line of poles and its top pole, the Alu Craft, comes in gold and natural aluminum finishes and features an extra light magnesium ring. Head is introducing an all-black aluminum alloy pole which features a knock-off ring which can be removed and remounted in fifteen seconds.

Ski Pole Specialists will feature a new ring of still unannounced design on its Scott Pole. These poles of extra light aluminum alloy are notable because they are the first item of American-made equipment to be accepted by large numbers of international-class racers.

• • •

The wide variety of equipment should make for an interesting year. A visit to your favorite ski shop should convince you there is more of everything and that it is better and more colorful than ever before. **END**



FAR BETTER IN

Raichle
 OF SWITZERLAND

"Rye-Klee"

Distributor:
 Johnny Seesaw's Peru/Vermont

"Special offer for Certified Instructors"



Model Number: The Swiss lightweight racers' boot, especially designed for ladies \$45.—

For sale: firm support - warmth - wooden



Where is the most serious skiing in Europe?

The finest ski service in the world is now operating in France. 309 lifts, teleseats, telebennes and telecabins, plus 22 fantastic new teleferics are whizzing skiers to record heights . . . at record speed. To the really serious skier this extensive and highly efficient service means a lot more action and less waste per minute.

The result: American experts are joining top French skiers like Emile Allais and this year's Olympic champion,

Jean Vuarnet, at Courchevel, Val d'Isère, Morzine, Clusaz and other fast-paced resorts. There's a high peak of keen competitiveness, here, for the skilled skier . . . you should also note that Chamonix is already preparing for the F.I.S. Championships in 1962, and Courchevel for the American-French-German Ski Meet, Jan. 5-18, 1961.

A new ski-film can be borrowed, free, for group screenings from The French Tourist Office, 610 5th Ave., N.Y.



Where is the most fun skiing in Europe?

Only one country in the world offers the real "Après-ski" . . . a bubbling after-ski life of apéritifs, dancing, music, witty conversation, grand casinos, gay cabarets, gourmet foods, fantastic French wines, beautiful women and high society: France!

French resorts like Megeve-St. Gervais, Chamonix and Alpe d'Huez offer far more than their great mountain peaks, great runs and great ski service. Their specialty is

fun and people who enjoy it. In season, they provide Europe's best showcase of TV and cinema personalities, fashion personalities and just plain personalities . . . for skiers who've never seen a ski!

See your travel agent, or for folders and information, write: Dept. SM-10, P.O. Box 221, N. Y. 10, N. Y. The French Government Tourist Office, New York, Chicago, San Francisco, Los Angeles, Montreal.



KNITWEAR FASHIONS

Fresh from the European scene—beautiful, bulky and bell shaped in the season's newest colors. Ask for "Sandra" by Aldo.




SKI FASHIONS

In America for the first time—the matched two piece stretch suit, lovely to look at, fabulous in fit, comfortable in action. By Libo, of course.



ALDO and LIBO fashions are available wherever fine ski wear is sold. For the name of your nearest store write Iselin Import Division of Parrott & Company, 231 Sansome Street, San Francisco 4, California



A quarter
century ago U.S.
skiing produced its first
real hero in Dick Durrance

25 years of **SKI**

One of the ski world's outstanding literary figures

revives the memories of twenty-five wonderful ski seasons

by James Laughlin

Twenty-five years of SKI Magazine! A quarter of a century—and what an era it has been for American skiing! An amazing growth that has affected some of us almost as much as the miracles of technology. Which is not to compare the discovery of “reverse shoulder” to that of atomic fission—though the shock to some of us oldtimers who learned to ski Arlberg may have been almost as great . . . no, I’m thinking of what skiing has done to winter living for a goodly slice of the population. It’s as if sun spots had altered the climate. Winter suddenly became a different season—as exciting as summer—in which we could be outdoors having fun on weekends and in vacations.

The first number of SKI appeared in January of 1936, which was about a year before Sun Valley opened and not so long after Dick Durrance electrified New England racing with the techniques he had learned as a boy in Garmisch. It was the time when Roland Palmedo was perfecting the first big chairlift on Mount Mansfield and when Alice Kiaer was taking her beauteous bands of “red stockings” to St. Anton for the European racing season. And, most important, it was the era in which the vanguard of the great Austrian and Swiss teachers began running the schools which were to bring skiing to the thousands who now have multiplied into a million (or more?) of avid devotees. *continued page 66*

SECRETS OF EFFORTLESS SKIING

part one: let's not fight physics

by CLEMENT M. HUTTER

Bud Phillips Ski School, Mad River Glen, Vt.

Since SKI Magazine introduced *wedeln* to the English speaking ski public much has changed. The fundamentals remain the same, but important refinements have been added so that even beginners can get acquainted with the mechanics of *wedeln*.

Readers of four years ago will recall that the first detailed article describing *wedeln* was written by Clemens (Miki) Hutter, who worked closely with Prof. Stefan Kruckenhauser in developing the "New Official Austrian Ski System "

Now Hutter again provides SKI readers with a fundamental review of *wedeln*, incorporating the experience of ten years of teaching the technique and several proven short cuts. In a series of six articles he will discuss the most common barriers to skiing progress and unveil the secrets which will make your skiing less work and more fun.

I am still looking for the most logical advertisement for a ski school: "We will prevent you from wasting your energy and your money as well!"

With the fundamentals expounded in the "New Austrian Way" universally accepted, we now have more time to devote ourselves to the only reasonable purpose of skiing: to have fun. And skiing is only fun if your ski weekends are not the equivalent of enforced hard labor—total exhaustion and muscular agony. Actually the enjoyment of skiing increases as the effort decreases. And since ski schools are intended to provide you with more skiing enjoyment, I keep missing that "save energy" ad.

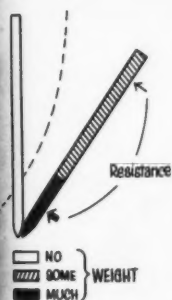
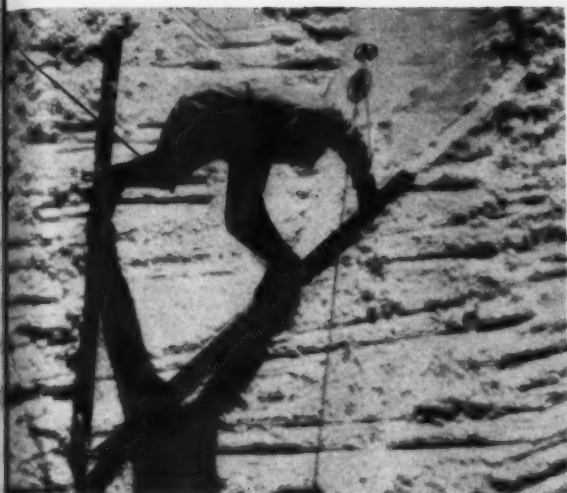
So the purpose of this series of articles is to demonstrate to all those skiers who aspire to steeper, longer and more challenging runs how little work skiing really takes. And since the vast majority of skiers don't have the opportunity to practice day after day, we will have to put the emphasis on thinking, not only on the legs.



John C. Maccone Photos

This is a good place to dispose of the idea that "good" or "bad" are suitable words to judge standards of skiing. They are of little value to the skier trying to make progress and trying to evaluate his own performance. Let us rather think in terms of "economical" and "uneconomical." They are more objective and a skier thinking in these terms has a sound way of telling whether he is improving—or skiing up to par, if he is a true expert. Your muscles will tell you whether your second run was more economical or effortless than the first, regardless of whether you are a beginner, intermediate or expert.

And by judging skiing performance in terms of economy of effort we can get away from certain criteria solely determined by personal style, and waste of energy for the sake of such a style. In my opinion, the major accomplishment of Professor Stefan Kruckenhauser, the originator of modern technique, was not only in adapting the discoveries of racers into a teaching method



Weight shift with skis in V position results in a turn. Keeping skis equally edged, the resistance of the weighted ski is greater. Slight forward lean from the ankles puts more weight on the tip of the skis and enables tail to skid around (see sketch). Complete weight shift makes it easy to maneuver other ski: bring it parallel to weighted ski or in a traverse stem it for a weight shift in the other direction

In contrast with "passive" V position turns, weight shift in parallel skiing will not result in a change of direction. Body movements must be "dynamic" if the skis are to turn



suitable for all skiers, but in taking a big axe and cutting away from skiing everything that was not absolutely essential.

It should also be recognized that skiing was not invented in the laboratory, but evolved over a period of many years. Bit by bit, the instincts of superb athletes like Toni Seelos, Emile Allais, Toni Sailer, Stein Eriksen, Roger Staub, Adrien Duvillard and Buddy Werner unveiled the basic physical laws in skiing. And if these laws are valid for them, they are valid for everyone. And if we grant that there are physical laws governing skiing (how can we do otherwise), it is quite evident that we must recognize and understand how these laws affect our skiing. This is why we must use our heads as much as our legs.

Then why is it that two top skiers like Toni Sailer and Chick Igaya look so different? Let us not confuse personal style with basic technique. For instance, cars may look different, but the principles which make them work are the same. This is also true in skiing. Sailer and Igaya are contrasts in appearance, height and build. Therefore they may not look alike in adapting themselves to the physical laws. This difference in outside appearance is what we call personal style. However, both are working within and taking advantage of nature's laws.

What is taught in skiing is determined by the physical laws of gravity, friction, inertia and the mechanics of body movements. This leaves you with two clear-cut alternatives: either you go along with these physical laws and make them work for you; or you fight a losing battle against them—a senseless waste of energy. For example, if you make a stem christie without complete weight shift to the outside ski, you will have constant difficulty to bring your inside ski back to the parallel position. You will also find yourself stuck in the fall line picking up speed. You can literally fight skis and mountain with all the energy at your command and still not succeed in completing your turn in such a way that you are set up for the next turn. All you need in place of this exhausting struggle is to make a complete weight shift. In other words it takes very little work if you go along with the physical laws. (This case will be discussed in the November issue.)

How skiing is taught depends on the knowledge of "what," which is provided by certified ski instructors who apply all kinds of exercise either to teach you or to correct you. If you haven't taken instruction for a while, occasionally you might feel that you have got stuck on a plateau—a point from which you cannot advance any further despite all possible efforts. It is a safe bet the reason you cannot advance from a plateau is because you are fighting physics.

• • •

Skiing means turning. Turning is not only an end in itself, but it is essential for your own and others' safety. There are two basic ways of turning: either by applying a "V" position to the skis (snowplow, stem) or by developing forces to turn parallel.

Continued page 102

THE Alps

AN ARTIST'S IMPRESSIONS

There is a feeling of unreality as you sit in a giant KLM airliner tens of thousands of feet above the Atlantic headed for those never-never land slopes you have dreamed of so long—Zürs, St. Anton, Davos, Klosters, Megève, Chamonix. Once considered the private reserves of Indian nabobs, peers of the realm and occasional dime store millionairesses, the Alps are now the playground of skiers from every corner of the world, including—thanks to economy fares—several thousand Americans.

The jet hours pass quickly in fabulous KLM-style wining and dining, with barely time for forty winks—a pattern which prepared us for our all-too-brief trip through Austria, Switzerland and France.

For those who have made similar trips, perhaps these few sketches will recall treasured ski memories; for those who plan to go, perhaps they will strengthen your resolve; for those who can only dream, then dream on... you will get there some day, and you will probably find me there.



*Tiny villages dot the
the Alpine terrain*



Cable cars everywhere!



SKETCHES BY

Bob Bugg

Lech - sleds are used for toting everything...
from school books to the family wash



St. Anton -
A skier heads for
the Gaisigbahn



Zürs - one of the many parties celebrating
"Fasching", Austria's Mardi Gras...
this one at the Zürserhoff

Zürs... near the Seckkopf double chair



Davos - at the foot of the 9,000 ft. Weissfluh,
skiiers wait to take the Parsennbahn



Hans Hegerling keeps
an eye on every phase
of his bootmaking
operations - Davos

Davos-Platz -
Heading for the horse-show



Klosters -
guides talk over
snow conditions



Above Klosters -
getting ready to take
off down the
Drosobel

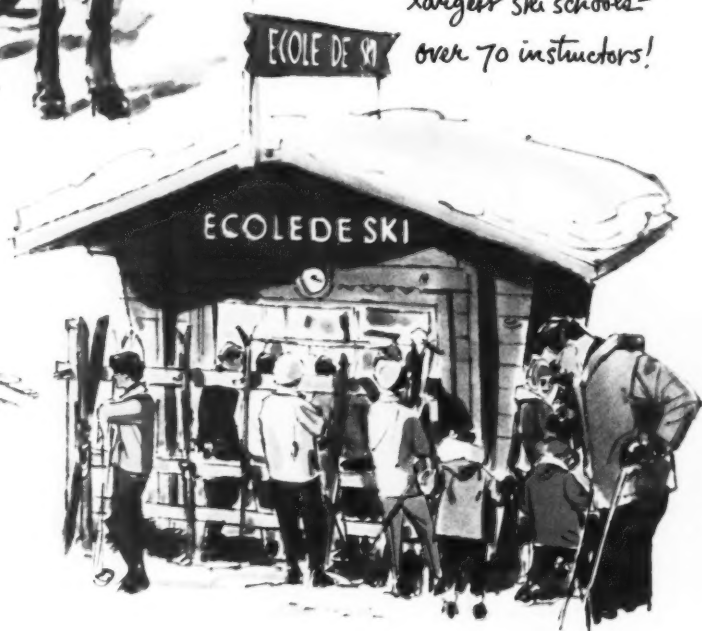


Davos—
leaving for the station

Megève—
one of the area's
largest ski schools—
over 70 instructors!



St. Gervais—
you can't win 'em all!



Overlooking Mont Blanc & the Brevant lift

Above Megève —
atop the "Rochebrune"



for lunch...
omelette and
a vin du pays



Megève



One of 3 major lifts at Megève...
there are 10 others of various sizes

always close to my

HART

Metal
SKIS



THERE'S A HART FOR EVERY SKIER!
STANDARD • PROFESSIONAL • COMPETITION • HART J/R.
FROM \$79.50 TO \$99.50.

TAKING LESSONS? BE SURE TO TAKE THEM FROM A CERTIFIED SKI INSTRUCTOR.
MORE AND MORE CERTIFIED INSTRUCTORS ARE USING AND RECOMMENDING HARTS!

THE HART METAL SKI, 2400 ENDICOTT STREET, ST. PAUL 14, MINN.

CANADA: Harvey E. Dodds Company, 2274 Moreau St., Montreal, P.Q.

Miracle At Olympics

HALF THE WEIGHT TWICE THE STRENGTH

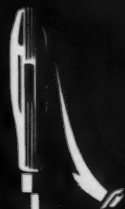
Squaw Valley, Calif.

For the first time in history a U. S. product has won the wholehearted approval of the top international competitors. These incredible new poles, SCOTT, were used by the U. S. and twelve other teams in the Olympics. All but the U. S. *bought* their SCOTTs, though they brought free poles from home.

Feather-light and balanced like a fencing foil, they are far quicker and easier to flick forward, and accurately plant for a turn. Wedeln, or the new technique, requires constant and precise use of one's poles, so they've finally become a major part of one's equipment.

One-third of the competitors in every Alpine event at the Olympics used them. No other make of pole had even half this many in use, in any event, though they were giving them away free. At the U. S. Nationals, 92% used them, and had *bought* them. There has to be a reason for this phenomenal first-year success. Try a pair, and see for yourself. It is the wisest purchase you can make in skiing. No other item can help your skiing so much, for so little.

Many imitations have been rushed out, untested, to cash in on our success. Don't be mis-led. Don't buy something "just as good." All the top shops in the U. S., and most in Europe, Canada, and Japan, carry our poles. If someone tries to sell you an untried substitute, try a better shop. Our poles are easy to find, and worth looking for.



SCOTT-USA

FIRST

AMERICAN SKI PRODUCT EVER TO BE UNIVERSALLY ACCEPTED BY THE WORLD'S GREATEST SKIERS

ONLY

SKI PRODUCT — MADE ANYWHERE — INTERNATIONALLY ADOPTED IN ITS FIRST YEAR ON THE MARKET

2.3 TO 1

CHOICE OVER ANY MAKE POLE BY OLYMPIC RACERS WHO DISCARDED FREE POLES AND BOUGHT SCOTT

DESIGN

ENGINEERING AND FABRICATION OF FINEST LIGHT WEIGHT ALLOYS BY SCOTT OF SUN VALLEY

SKI POLE SPECIALISTS

BOX 10 KETCHUM IDAHO

THE 24 HOURS THAT SHOOK THE SKI WORLD

what really happened at the Olympics

by John Henry Auran

High noon on Sunday, February 21, the fourth day of the Olympic Winter Games at Squaw Valley, found the world of competitive skiing much as it had always been. Twenty-four hours later, the familiar institutions of that world had been swept away on the crests of two revolutionary waves.

The old world was divided into two seemingly indestructible empires. The Austrians lorded over their neighbors in the men's alpine events. The Scandinavians—their fratricidal strife actually a club competition—ruled in the Nordic events.

The march of these empires was not always smooth. The Austrians had to suffer the occasional Zeno Colos and Stein Eriksens, but in time they went away, leaving undisturbed the general scheme of things. Similarly, the Scandinavians had to cope with the Vladimir Kusins and Pavel Kolchins, but after their spectacular entry into international competition in 1954 the Russians were, after all, only life-size. And besides, their propinquity made them at least associate members of the club and their inclusion, if anything, strengthened it.

Every two years the rituals of international ski competition provided the rulers with an opportunity to demonstrate their superiority. If a contest or two did not go strictly according to form, what of it? The exceptions were so exceptional, they added rather than

continued page 54

Fred Lindholm Photo

THE WINTER OLYMPICS WERE SUPERB DRAMA,

and as in all good drama, the air was electric with anticipation as soon as the players assembled for rehearsals. The plot, it turned out, was classic in its simplicity — the fall of the mighty and the triumph of those long deprived. As the curtain rose the audience saw . . .

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Fred Lindholm Photo

... MASTERFUL STAGE DIRECTION:

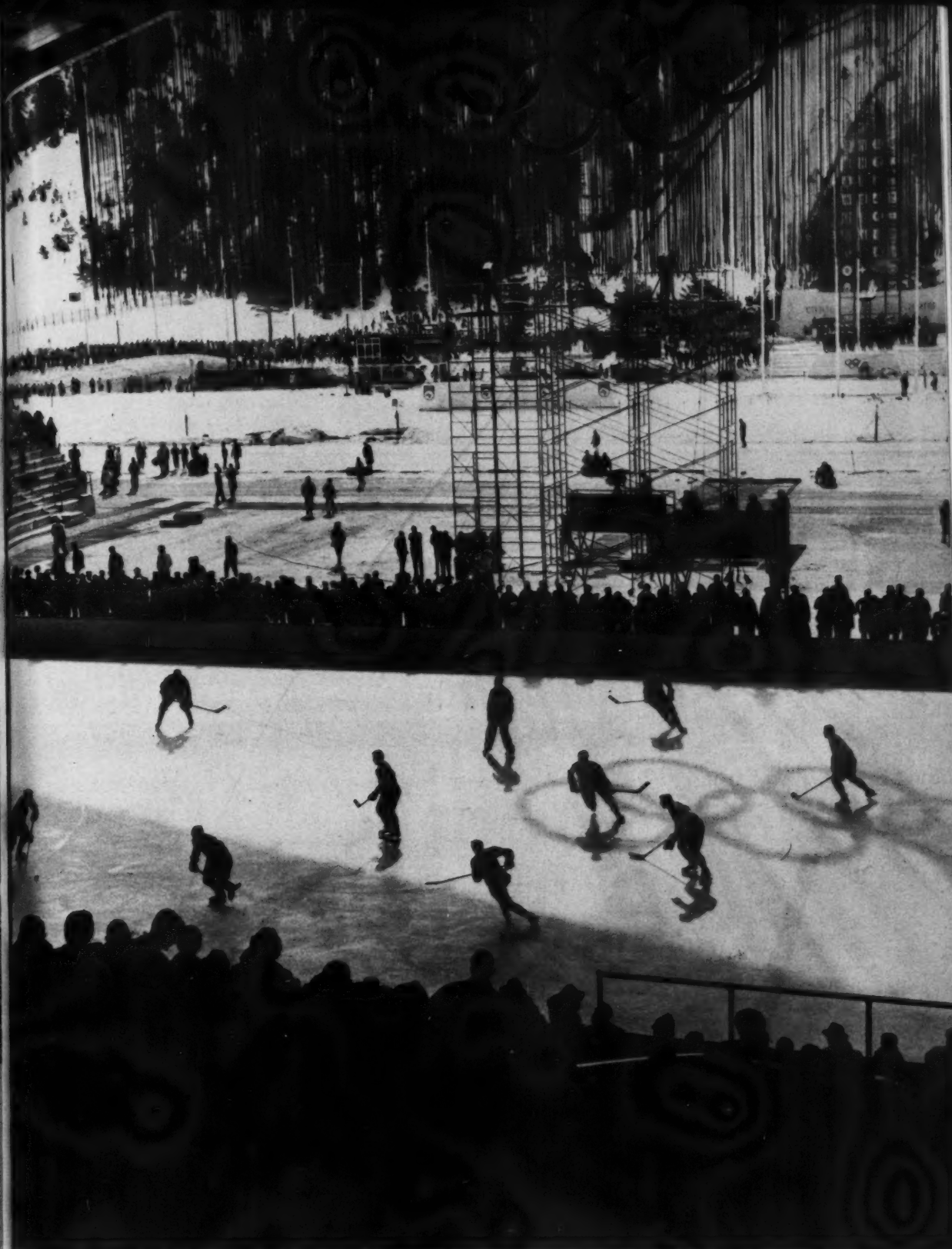
This was provided by Willie Schaeffler (left) and dedicated assistants like Olav Ulland and Wendy Broomhall. But what would have happened if it had not been for the nameless stagehands of the Army and the Marines (below) whose sturdy legs saved the courses when the Sierra snows threatened to inundate everything

Globe Photo



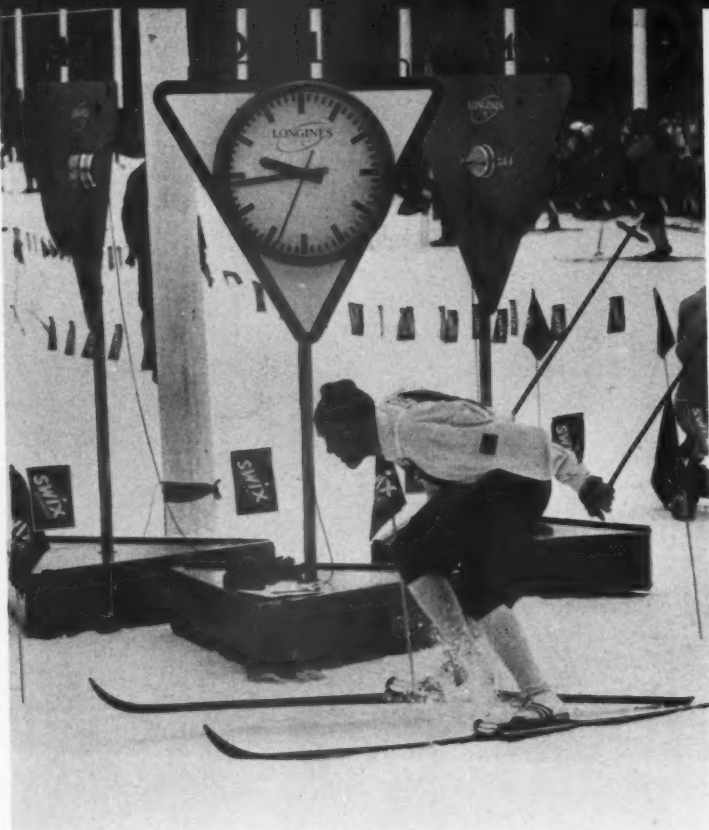
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Wolfgang Lert Photo

... IMPRESSIVE SCENERY: *The vistas provided by nature and enhanced by the works of man gave the Games a setting unequalled in Winter Olympic history*



... SPLIT SECOND TIMING:

Great athletes like Hakon Brusveen of Norway raced not only against their rivals, but also against the relentless ticking of the clock. Mere fractions of a second determined who would be the victor and who would be the loser

Wolfgang Lert Photos

... EXCITING ACTION: *The stars weren't the only ones on the stage. Racers like J. Vilbergsson, who participated despite the odds, provided excitement which often surpassed that of more polished performers*



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Globe Photo

... SPECTACLE: *Even the moments between acts were enlivened with impressive sideshows*

... SUSPENSE:
*In an Olympics full of uncertainties,
"what next?" kept spectators ever
watchful. Even as experienced a hand
as Andrea Mead Lawrence mirrored
the tensions generated by racers as
they fought their way down the course*



Wolfgang Lert Photo



Globe Photos

... SUPERHUMAN EFFORT

It was not always enough, especially in the biathlon. Antti Tyrvainen, Finnish silver medalist, was almost four minutes faster than gold medalist Klas I. Lestander of Sweden, but lost on penalty points

... BITTER DISAPPOINTMENT

The Games were roughest on promising young stars who hoped to step out of their understudy roles into the shoes of seasoned performers. Nancy Holland, a bright prospect from Canada, was one of many who had to content herself with "next time"



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Bill Eldred Photo

... VINDICATION: *It isn't often that a performer can prove his critics so blatantly wrong as Tommy Corcoran did when he took fourth in the giant slalom, the finest performance ever by an American male skier*

... AND TRIUMPH:
Olympic victory is the ultimate goal of every racer. There are few who have reached this objective as often as Finland's aging Veikko Hakulinen, who provided the Games' most thrilling moment when he overhauled Hakon Brusveen of Norway in the last kilometers of the men's relay for a split-second victory



Kim Massie Photo

COMPLETE OLYMPIC SKI RESULTS

WOMEN'S SLALOM

PLACE	NAME	COUNTRY	RUN 1	RUN 2	TIME
1	HEGGVEIT, ANNE	CANADA	0.54.0	0.55.6	1.49.6
2	SNITE, BETSY B.	U.S.A.	0.57.4	0.55.5	1.52.9
3	Henneberger, B.	Germany	0.57.4	0.59.2	1.56.6
4	Leduc, Therese	France	0.59.2	0.58.2	1.57.4
5	Hofherr, Hilde	Austria	0.59.0	0.59.0	1.58.0
6	Michel, Liselotte	Switz.	0.58.8	0.59.2	1.58.0
7	Korzukhina, Stalina	U.S.S.R.	0.58.5	0.59.9	1.58.4
8	Sperl, Sonja	Germany	0.59.0	0.59.8	1.58.8
9	COX, RENIE K.	U.S.A.	0.59.4	0.59.8	1.59.2
10	Minuzzo Chenal, G.	Italy	0.57.4	1.01.9	1.59.3
11	Haraldsen, Marit	Norway	0.59.8	1.00.0	1.59.8
12	HOLLAND, NANCY	CANADA	1.01.6	0.59.5	2.01.1
13	Meggl, Anneliese	Germany	1.02.5	0.59.9	2.02.4
14	Bjornbakken, Inger	Norway	0.57.3	1.05.2	2.02.5
15	Marchelli, Carla	Italy	1.01.1	1.01.8	2.02.9
16	Frändl, Josefina	Austria	0.59.2	1.03.8	2.03.0
17	Leduc, Anne-Marie	France	0.58.6	1.04.9	2.03.5
18	Kabina, Evgeniya	U.S.S.R.	1.03.3	1.01.0	2.04.3
19	Leduc, Marguerite	France	1.02.2	1.02.4	2.04.6
20	Schir, Jerta	Italy	1.05.6	1.00.6	2.06.2
21	Biehl, Heidi	Germany	1.09.2	0.57.3	2.06.5
22	Grosso, Arlette	France	1.07.5	0.59.3	2.06.8
23	Navarro, Marian	Spain	1.05.2	1.02.8	2.08.0
24	GREENE, ELIZABETH	CANADA	1.06.0	1.04.4	2.10.4
25	Schweizer, Maria C.	Arg.	1.05.9	1.06.0	2.11.9
26	ANDERSON, BEVERLY	U.S.A.	1.13.1	1.00.0	2.13.1
27	Gibbs, Josephine	G.B.	1.04.1	1.09.1	2.13.2
28	Chamot-Berthod, M.	Switz.	1.12.1	1.03.3	2.15.4
29	Davy, Christine	Austl.	1.13.1	1.04.1	2.17.2
30	Volkova, Liubov	U.S.S.R.	1.00.8	1.16.5	2.17.3
31	GREENE, NANCY	CANADA	1.09.4	1.08.6	2.18.0
32	Prain, Patricia H.	N.Z.	1.05.5	1.12.9	2.18.4
33	PITOU, PENELOPE T.	U.S.A.	0.58.5	1.21.3	2.19.8
34	Holmes, Renate	G.B.	1.16.1	1.07.4	2.23.5
35	Schir, Jolanda	Italy	1.02.3	1.25.8	2.28.1
36	Sandvik, Astrid	Norway	0.58.1	1.31.3	2.29.4
37	Farrington, Wendy	G.B.	1.08.4	1.30.8	2.39.2
38	Womersley, Cecilia	N.Z.	2.17.7	1.25.4	3.43.1

DISQUALIFIED

Waser, Annemarie
John, Marianne

Switz.
Austria

Hecher, Traudl J.
Kuegg, Yvonne
Christiansen, Liv

Austria
Switz.
Norway

NORDIC COMBINED

PLACE	NAME	COUNTRY	80 METER POINTS	15 KM. POINTS	TOTAL POINTS
1	Thoma, Georg	Germany	221.5	236.452	457.952
2	Knutsen, Tormod	Norway	217.0	236.000	453.000
3	Gusakov, Nikolai	U.S.S.R.	212.0	240.000	452.000
4	Ristola, Pekka M.	Finland	214.0	235.871	449.871
5	Kochkin, Dmitriy	U.S.S.R.	219.5	228.194	447.694
6	Larsen, Arne	Norway	215.0	229.613	444.613
7	Stenersen, Sverre	Norway	205.5	232.581	438.081
8	Dahlqvist, Lars	Sweden	201.5	235.032	436.532
9	Korhonen, Paavo	Finland	197.5	237.484	435.984
10	Eriksson, Bengt	Sweden	213.0	220.710	433.710
11	Gundersen, Gunder	Norway	205.5	227.548	433.048
12	Priakhin, Mikhail	U.S.S.R.	200.5	232.452	432.952
13	Flauger, Gunter	Germany	207.0	225.742	432.742
14	Perin, Enzo	Italy	207.0	225.290	432.290
15	Eto, Yosuke	Japan	218.5	211.484	429.984
16	Fedorov, Leonid	U.S.S.R.	202.0	225.548	427.548
17	Dietel, Rainer	Germany	214.0	212.645	426.645
18	Melich, Vlastimil	Czech.	198.0	227.097	425.097
19	Karpel, Jozef	Poland	194.5	225.484	419.984
20	Korner, Martin	Germany	212.0	204.645	416.645
21	Leodolter, Alois	Austria	205.5	209.484	414.984
22	Hyttia, Ensio	Finland	212.5	202.258	414.758
23	Maatela, Martti	Finland	202.0	210.000	412.000
24	Taniguchi, Akemi	Japan	194.0	215.226	409.226
25	SERVOLD, IRVIN B.	CANADA	177.5	222.065	399.565
26	VINCELETTE, ALFRED	U.S.A.	190.5	204.774	395.274
27	FARWELL, THEODORE	U.S.A.	172.5	214.194	386.694
28	SERVOLD, CLAREND	CANADA	144.0	238.710	382.710
29	CRESS, JOHN R.	U.S.A.	191.5	183.806	375.306
30	LUSSI, CRAIG M.	U.S.A.	158.5	203.419	361.919
31	Nerdal, Hal	Austl.	138.0	194.387	332.387

WOMEN'S 3 X 5 KM. RELAY

PLACE	COUNTRY	NAME	LAP TIME	ELAPSED TOTAL TIME
1	Sweden	Johansson, Irma Strandberg, Britt Ruthstrom, Sonja V.	21.31.0 21.45.0 21.05.4	1.04.21.4
2	U.S.S.R.	Eroshina, Rodia Gusakova, Marija Baranova, Liubov	22.57.0 21.18.0 20.47.6	1.05.02.6
3	Finland	Rantanen, Siiri J. Ruoppa, Eeva Poysti, Toini K.	22.57.0 21.51.0 21.39.5	1.06.27.5
4	Poland	Biegun, Stefania Gasienica-Daniel H. Peksa-Czerniawska	22.10.0 23.05.0 22.09.6	1.07.24.6
5	Germany	Czech, Rita Borges, Renate Kallus, Sonnhilde	22.59.0 22.48.0 23.38.7	1.09.25.7

MEN'S SLALOM

PLACE	NAME	COUNTRY	RUN 1	RUN 2	TIME
1	Hinterseer, Ernst	Austria	1.10.7	0.58.2	2.08.9

2	Leitner, Mathias	Austria	1.11.1	0.59.2	2.10.3
3	Bozon, Charles	France	1.09.8	1.00.6	2.10.4
4	Leitner, Ludwig	Germany	1.10.9	0.59.6	2.10.5
5	Stiegler, Josef	Austria	1.11.5	0.59.6	2.11.1
6	Perillat, Guy	France	1.11.0	1.00.8	2.11.8
7	Lanig, Hanspeter	Germany	1.11.5	1.02.4	2.14.3
8	Miliani, Poride	Italy	1.10.1	1.04.3	2.14.4
9	CORCORAN, THOMAS A.	U.S.A.	1.12.5	1.02.2	2.14.7
10	Behr, Sepp	Germany	1.12.1	1.03.9	2.16.0
11	Pedroncelli, I.	Italy	1.17.2	1.02.5	2.19.7
12	Igaya, Chiharu	Japan	1.10.9	1.09.3	2.20.2
13	Senoner, Carlo	Italy	1.18.9	1.01.8	2.20.7
14	Ronnestad, Oddvar	Norway	1.18.8	1.04.5	2.23.3
15	Mathias, Adolf	Switz.	1.13.9	1.09.6	2.23.5
16	Ancinos, Osveldo A.	Arg.	1.17.5	1.06.7	2.24.2
17	Thordarson, E.	Iceland	1.17.0	1.07.9	2.24.9
18	Dimitrov, Georgi K.	Bulgaria	1.16.9	1.08.2	2.25.1
19	ANDERSON, VERNE R.	CANADA	1.17.0	1.12.3	2.29.3
20	Alberti, Bruno	Italy	1.28.5	1.02.1	2.30.6
21	Kindie, Silvan	Liech.	1.19.3	1.11.4	2.30.7
22	BRUNESKI, DONALD W.	CANADA	1.19.8	1.13.1	2.32.9
23	Benediktsson, K.	Iceland	1.24.1	1.13.0	2.37.1
24	Arias, Luis	Spain	1.24.3	1.16.2	2.40.5
25	TRUNET, FREDERICK	CANADA	1.18.4	1.25.5	2.43.9
26	Tada, Osamu	Japan	1.17.2	1.26.8	2.44.0
27	Kindie, Hermann	Liech.	1.28.7	1.17.0	2.45.7
28	Boher, Herman	Chile	1.24.2	1.22.9	2.47.1
29	Waroschkine, G.	Bulgaria	1.21.3	1.26.2	2.47.5
30	Brockhoff, Peter	Austl.	1.27.3	1.24.4	2.51.7
31	Schneider, Georges	Switz.	1.13.0	1.39.7	2.52.7
32	Tellechea, Clemente	Arg.	1.28.7	1.26.0	2.54.7
33	Takeda, Takashi	Japan	1.26.7	1.29.3	2.56.0
34	BRUNET, JEAN-GUY	CANADA	1.26.1	1.31.9	2.58.0
35	Corcia-Moran, M.	Spain	1.32.3	1.25.7	2.58.0
36	Skepper, Robert	G.B.	1.41.6	1.18.5	3.00.1
37	BROWN, FRANK E.	U.S.A.	1.58.2	1.03.1	3.01.3
38	Schweizer, Diego	Arg.	1.32.2	1.34.6	3.06.8
39	Samiloglu, Zeki	Turkey	1.29.0	2.05.7	3.34.7
40	Yim, Kyung Soon	Korea	2.20.9	2.35.2	4.56.1

DISQUALIFIED

Bogner, Willy
Staub, Roger
Duvillard, Adrien
Oberaigner, Ernst
Bonlieu, Francois
BARRIER, JAMES M.
Farrer, Willi
FERRIES, CHARLES T.
Pitchford, Geoffrey
Mitani, Masayoshi
Vera, Vicente

Germany
Switz.
France
Austria
France
U.S.A.
Switz.
G.B.
Japan
Chile

Vilbergsson, J.
Scholamanov, A.
Sanchez, Luis
Geoghegan, Nazih
Cortes, Francisco
Chaffey, Robin S.
Day, William
Hunt, William F. I.
Fehr, Adolf
Eglos, Victor
Tiras, Jorge A.
Demirhan, Musaffer

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Turkey

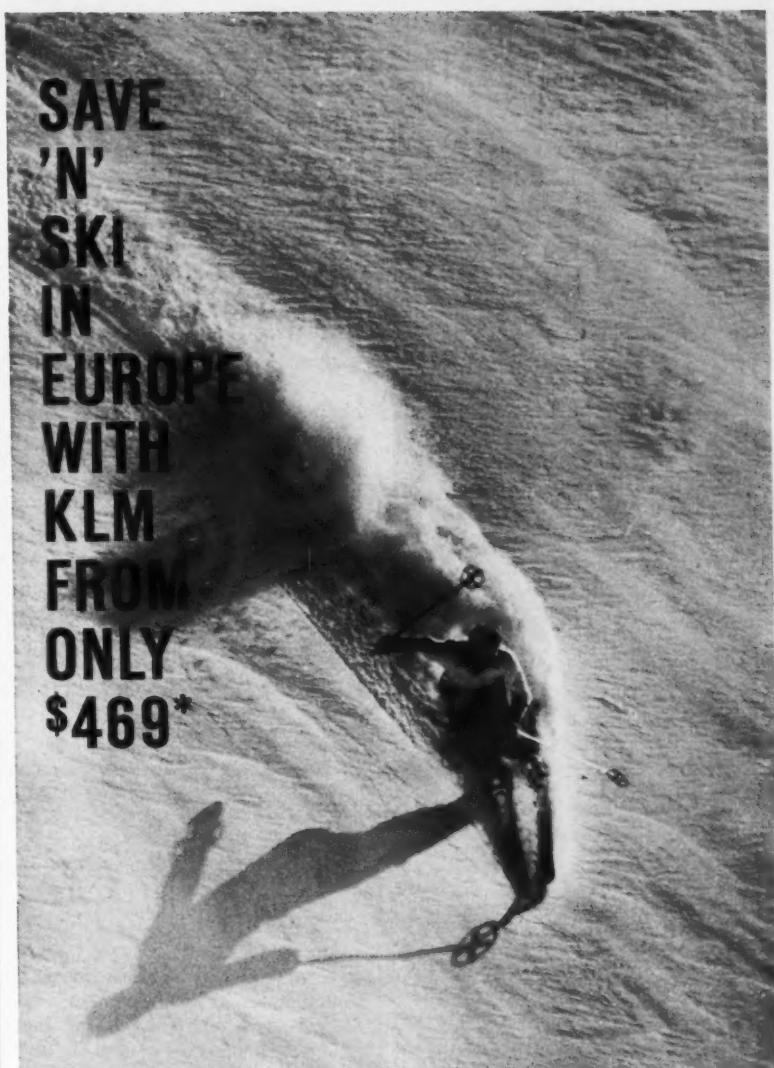
4 X 10 KM. MEN'S RELAY

PLACE	COUNTRY	NAME	LAP TIME	ELAPSED TOTAL TIME
1	Finland	Alatalo, Toimi J. Mantyranta, Eero A. Huhtala, Vaino V. Hakulinen, Veikko Gronningen, Harald Brenden, Hallgeir	35.03.0 34.45.0 35.01.0 33.56.6 35.07.0 34.41.0	2.18.49.6
2	Norway	Osby, Einar Brusveen, Hakon Sheljukhin, A. Vaganov, Gennadiy Kuznetsov, Aleksei	34.17.4 34.17.4 37.17.0 34.22.0 35.11.0	2.18.44.0
3	U.S.S.R.	Anikin, Nikolai Olsson, Lars Stefansson, Janne Larsson, Lennart Jernberg, Sixten	34.31.6 34.56.0 37.44.0 34.44.0 34.07.8	2.21.21.0
4	Sweden	De Florian, C. Steiner, Giuseppe Fattor, Pompeo De Dorigo, Marcello Mateja, Andrzej Rysula, Jozef	35.37.0 35.59.0 35.30.0 35.26.5 36.22.0 35.13.0	2.22.32.0
5	Italy	Gut-Missige, J. Zeilek, Aleksij Arbez, Victor Mandrillon, Rene Carrara, Benoit Mermet, Jean Kocher, Fritz Huguenin, Marcel	37.19.0 37.31.3 36.50.0 36.46.0 36.41.0 36.13.8 37.43.0 38.15.0	2.26.25.5
6	Poland	Posso, Lorenz Baume, Alphonse Werner, Kuno Hogg, Helmut Hoasb, Werner Roder, Enno Matsuhashi, T. Sato, Kazuo Kurita, Eiji	36.37.0 37.01.8 37.27.0 37.53.0 37.58.0 38.29.1 39.02.0 37.41.0 39.17.0	2.29.36.0
7	France	Taniguchi, Akemi MILLER, ANDREW M. BOHLIN, KARL A. DENDAH, JOHN G. LAHDENPERA, PETER	40.44.9 37.04.0 40.47.0 39.11.0 40.59.8	2.36.44.0
8	Switz.			
9	Germany			
10	Japan			
11	U.S.A.			

SPECIAL JUMPING

PLACE	NAME	COUNTRY	FEET	PTS	ROUND POINTS	TOTAL POINTS
1	Recknagel, Helmut	Germany	306	59.6	113.6	227.2
2	Halanen, Niilo	Finland	277	59.6	113.6	227.2
3	Leodolter, Otto	Austria	293	58.8	111.3	222.0
4	Kamenskiy, Nikolai	U.S.S.R.	273	58.8	111.8	219.4
5	Yggseth, Torbjorn	Norway	296	57.2	110.2	216.9
6	Bolkart, Max	Germany	259	55.2	106.7	216.9
			270	58.0	109.5	216.1
			287	54.8	104.3	212.0
			265	54.8	108.3	212.0

2.10.1	3	Hinterseer, Ernst	Austria	1.49.1
2.10.2	4	CORCORAN, THOMAS A.	U.S.A.	1.49.7
2.10.3	5	Alberti, Bruno	Italy	1.50.1
2.11.1	6	Perillat, Guy	France	1.50.7
2.11.2	7	Schranz, Karl	Austria	1.50.8
2.11.3	8	Milanti, Paride	Italy	1.50.9
2.14.1	9	Boxon, Charles	France	1.51.0
2.14.2	10	Duvillard, Adrien	France	1.51.1
2.16.0	11	Bonlieu, Francois	France	1.51.2
2.19.1	12	Malterer, Andreas	Austria	1.51.6
2.20.1	13	Lonig, Hanspeter	Germany	1.51.9
2.20.2	14	GORSUCH, SCOTT D.	U.S.A.	1.52.3
2.21.1	15	Wagnerberger, Fritz	Germany	1.52.5
2.21.2	16	BARRIER, JAMES M.	U.S.A.	1.52.7
2.24.1	17	Senoner, Carlo	Italy	1.53.1
2.24.2	18	Leitner, Ludwig	Germany	1.53.6
2.25.1	19	Pedroncelli, I.	Italy	1.53.8
2.25.2	20	Forrer, Willi	Switz.	1.53.9
2.30.1	21	MAROLT, MAX S.	U.S.A.	1.54.9
2.30.2	22	Brupbacher, Fredy	Switz.	1.55.0
2.37.1	23	Igaya, Chiharu	Japan	1.55.8
2.40.1	24	ANDERSON, VERNE R.	CANADA	1.56.1
2.40.2	25	Pojarala, Nando	Switz.	1.56.2
2.43.1	26	BRUNET, JEAN-GUY	CANADA	1.57.7
2.44.1	27	Thordarson, E.	Iceland	1.59.1
2.47.1	28	TOMMY, FREDERICK	CANADA	2.00.1
2.47.2	29	Waroschkine, G.	Bulgaria	2.01.0
2.51.1	30	Dimitrov, Georgi K.	Bulgaria	2.02.9
2.51.2	31	LESSARD, JEAN	CANADA	2.04.7
2.54.1	32	Ancinas, Osvaldo A.	Arg.	2.05.1
2.54.2	33	Mitani, Masayoshi	Japan	2.05.6
2.58.1	34	Benediktsson, K.	Iceland	2.06.1
2.58.2	35	Toda, Osamu	Japan	2.06.5
3.00.1	36	Vera, Mario	Chile	2.06.8
3.01.1	37	Schalamonov, A.	Bulgaria	2.07.0
3.01.2	38	Vera, Vicente	Chile	2.07.7
3.06.1	39	Kindle, Silvan	Liech.	2.08.9
3.06.2	40	Kindle, Hermann	Liech.	2.11.7
3.34.1	41	Day, William	Austl.	2.12.2
4.50.1	42	Arias, Luis	Spain	2.13.2
Iceland	43	Fehr, Adolf	Liech.	2.13.3
Bulgaria	44	Takeda, Takashi	Japan	2.13.4
Spain	45	Sanchez, Luis	Spain	2.13.6
Lebanon	46	Cortes, Francisco	Chile	2.14.3
Chile	47	Garcia-Moran, M.	Spain	2.14.8
N.Z.	48	Oakes, John	G.B.	2.16.3
Austl.	49	Geogea, Nazih	Lebanon	2.20.3
N.Z.	50	Pitchford, Geoffrey	G.B.	2.20.4
Liech.	51	Ronnestad, Oddvar	Norway	2.23.3
China	52	Hunt, William F. I.	N.Z.	2.23.3
Arg.	53	Skepper, Robert	G.B.	2.26.2
Turkey	54	Samiloglu, Zeki	Turkey	2.26.3
ELAPSE	55	Schweizer, Diego	Arg.	2.28.0
TOTAL	56	Boher, Hernan	Chile	2.28.5
TIME	57	Geogea, Ibrahim S.	Lebanon	2.29.1
2.18.45	58	Chaffey, Robin S.	N.Z.	2.32.3
2.18.46	DISQUALIFIED			
2.21.21		Bogner, Willy	Germany	
2.21.31		Brockhoff, Peter	Austl.	
2.21.32		Demirhan, Muzaffer	Turkey	
2.21.33		Vilbergsson, J.	Iceland	
2.22.32		Mackintosh, C.	G.B.	
2.26.25		Yim, Kyung Saon	Korea	
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Olympics

continued from page 42

detracted from the aura of power emanating from the Scandinavian and Austrian camps.

The Winter Olympics at Squaw Valley were to have been such an occasion. And until that high noon on Sunday, the routine had a familiar enough pattern.

But there were hints, overlooked as event rapidly followed event, that all was not well. The Italians had shown considerable improvement in the 30-kilometer cross-country two days before, and that Sunday morning there was a bitter intensity to the competition in the men's giant slalom.

It was no particular surprise that the Swiss, Roger Staub, was the winner. He was one of those exceptions, like Colo and Eriksen, who was "due" for something big. Didn't two Austrians—Peppi Stiegler and Ernst Hinterseer—take second and third? Those looking for clues had to look deeper into the pack to find them.

And what a pack it was. Only 2.8 seconds separated first from tenth place. In this group all but one of the alpine powers were represented. Badly battered in the crush were the two top Austrians, Karl Schranz and Anderl Molterer, who could do no better than seventh and twelfth.

Among those who did the battering was a journeyman racer from the United States, Tommy Corcoran, whose selection was the subject of much second-guessing. Forced into the shoes of the injured Buddy Werner, he answered his critics with a hard-earned fourth place, only .4 of a second behind bronze medalist Hinterseer.

It was all a little puzzling. "*Da stimmt was nichts*," (there is something wrong), a German reporter observed as he rushed to file a story before the start of the combined jumping. Lack of time prevented the making of a prophet.

It was a good thing our German friend rushed. He might have missed the most spectacular *Götterdämmerung* in the history of the Olympic Games.

The nordic combined has always been a treasured Scandinavian property—one upon which even the Russians had not seriously trespassed. Demanding the courage of the jumper and the speed and endurance of the langlauer, it is the all-around test of nordic virtues.



Georg Thoma's nordic combined victory ended long Scandinavian monopoly

It was a young elf from the Black Forest of Germany who put the hex on the Vikings. In the leaps that counted, Georg Thoma combined magnificent form with distances of 69 and 67.5 meters to outscore his nearest serious rival by 4.5 points, a fair but far from decisive cushion for next day's cross-country.

There were other outsiders in the first ten. In third place, only a point behind Dimitri Kochkin of Russia, was Yosuke Eto of Japan. And two other Germans, Rainer Dietel and Martin Komer, were in sixth and tenth place. Never had the Scandinavians been so seriously challenged.

Of course, there was still the cross-country, whose tribulations had eliminated non-Scandinavian challengers many times before. "We catch him tomorrow," a Norwegian official said that Sunday night in discussing Thoma's prospects. There were few who questioned his statement.

But hope springs eternal and there was a chance. Thoma knew his major

rivals from the 1958 FIS World Championships. All had beaten him in the cross-country, but by margins small enough so that a medal was not an unreasonable expectation if he could beat one or two of them.

His starting position put him in an almost ideal tactical spot to do so. Immediately in front of him were Nikolai Gusakov of Russia and Pekka Ristola of Finland. Strong runners both, their chances were good enough to spur them to their best efforts, yet they were trailing far enough on jumping points so that they couldn't "psych" Thoma even if they opened a sizable lead. Paced by these two, Thoma was able to exert merciless pressure on his most dangerous rival, Tomord Knutsen of Norway, who started behind him.

This is exactly what happened. On the toughest part of the course, an almost continuous climb to the ten-kilometer mark, Thoma cut Gusakov's lead from thirty-seven to twenty-three seconds, Knutsen's from sixteen seconds to three seconds and overtook Ristola. All he had to do was to hold on to what he had. He did more than that. In the last five kilometers, he increased his lead over Ristola and passed Knutsen. He returned to the stadium in fourth place—ninth would have been good enough—for the most shocking gold medal of the Olympic Games.

Thoma's victory was a bitter blow to Scandinavian pride. And if his performance was injury, the second place that Clarence Servold of Canada had won in the cross-country was surely an insult. Servold had done poorly in the jumping and had no chance in the combined. But the thought that a North American should even remotely share a place in those hallowed strata was simply galling.

While a half-century of tradition died on McKinney Creek, Austrian supremacy suffered a similar fate on Squaw Peak. In the men's downhill there wasn't a single Austrian in the first six, only two Austrians in the first ten. Nothing had been seen like it, not even in 1948 when the Austrians were still taking the first painful steps toward post-war recovery.

What happened that Monday on Squaw Peak is to this day a matter of violent controversy. Technique, course, skis, wax, luck, the conditions of certain racers and the work of the coaches have all been put forward as having played a key role in the French victory and the Austrian demise.

continued



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Olympics

Within limits, all played a part, but no single one explains what really happened. They have to be viewed together as a complex picture which was several years in the painting.

That the downhill course at Squaw Valley was not of international caliber is one argument which on the surface has the most merit. The course, the argument runs, was not difficult enough to test all aspects of a top racer's capabilities and thus could not separate the elite from the merely excellent.

Yet the Squaw Peak course is symbolic of a trend. Even prior to last season, wholesale record-breaking by big margins was becoming the rule on many of Europe's major downhill courses. And when racers who rarely finish better than tenth break records set the year before by Sailer, Werner and Staub, the only conclusion that can be reached is that the improvement is not only in technique but in the courses as well. But even with change in the air, carpet-like schusses were still the exception in Europe as late as 1958-59. What racers usually encountered were several sharp changes of direction and mugged straightaways, conditions not suitable for prolonged use of a deep crouch with flat skis.

The wind of change became a storm in the spring of 1959. Following the deaths of John Semmelink and Toni Mark, the FIS cracked down on Europe's awesome runs—and, incidentally, on some of the hazards built into the Squaw course—and there was much blasting and bulldozing in the Alps throughout the summer of that year. This caused the German magazine *Ski* to comment after the Hahnenkamm that the pistes of 1960 had become *Autobahnen* and that downhill racing had entered a new era.

This is not to suggest that the Olympic course was as difficult as the Hahnenkamm or the Les Houches Red Trail, but it does emphasize that in 1960 the differences were not as disproportionate as some claimed.

What the new courses demanded was speed. And while pure speed in skiing tends to minimize differences between racers, it does not eliminate them, as some claimed it would. The fear that a bush league boomer would capture a valuable bauble never did materialize. There wasn't a major race last season in which any of the first ten would give rise to the question: "Who's he?"

continued page 61

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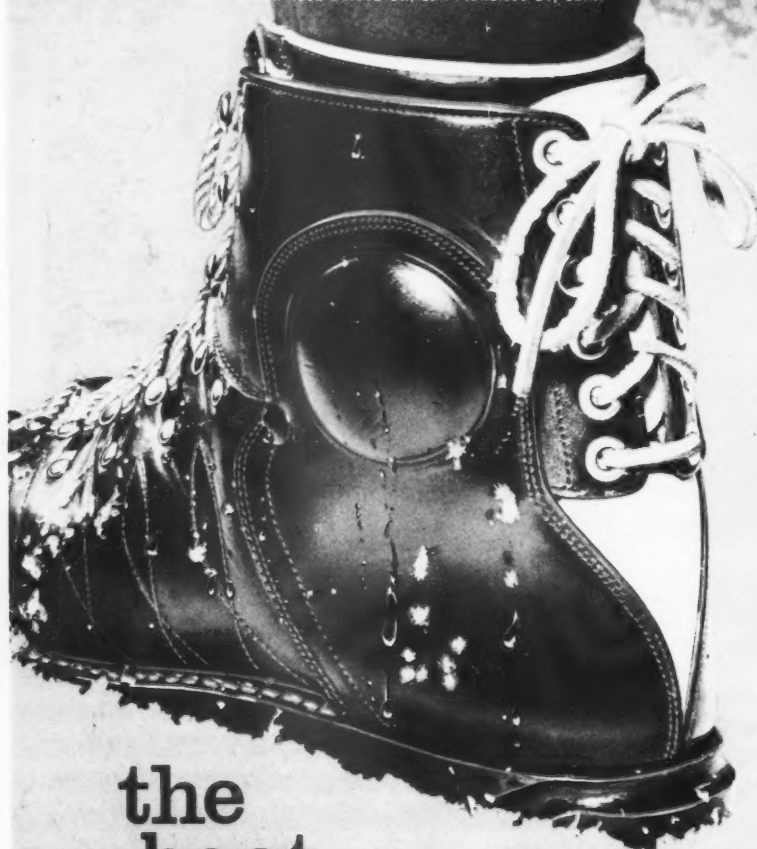
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I Learned About Skiing From That

by Hans Heinrich

While in the process of refinishing my skis at the end of the 1948 season, I was invited by a friend to join a group on a ski trip which was to culminate in a run down Mount Rainier's Inter Glacier. He offered to lend me a pair of skis and came over that evening to fit them to my boots.

At that time he pointed out to me that I would need a pair of safety straps to prevent a run-away ski, but almost unconsciously I made up my mind to tighten the bindings to the point where they wouldn't release.

The day for the trip was perfect. After a hike of several hours we arrived at the top of the glacier. We rested briefly, then skied slowly down the mountain. Safety wasn't the only thing on our minds; we wanted to savor the rewards of a tough climb.

I was near the end of the line as we snaked our way down, so I didn't expect to encounter a hidden rock where others had turned. Before I knew it, I was in a slow twisting fall. I thought I could hear bones crack, but before this actually happened, the ski released and careened toward Camp Starbo.

After getting up, I found that I had only a slight twist. I could have easily skied down—if I'd had both skis. But, considering the consequences, I was lucky.

Luck, however, is no substitute for foresight. Even now I shudder at what might have been. First, I could have suffered a much more severe injury. Second, my ski could have injured another member of the party. And, third, Rainier's tricky weather coupled with any delay could have meant hardship for us all.

Ever since that experience my bindings have been adjusted properly and I have worn safety straps faithfully.

Olympics

It is against this background that l'ouef (eggshell position), waxing, coaching and skis have to be viewed.

Basically l'ouef is the racing crouch of old. Where the French scored was in recognizing its importance on the rapidly changing downhill courses. They saw in the crouch a means of saving valuable split-seconds on smooth schusses and flats. At the same time they tried to extend its use to less favorable terrain. It was this which led them to research the various ramifications of the crouch. Having determined these it was no trick to train their racers accordingly. The FIS crackdown was like a bonus for their years of painstaking experimentation.


Anyone with this much foresight could also conclude that wax would have an important bearing on the outcome. Again the French came prepared—and kept preparing until the last possible minute before the race.

What the French were doing was no longer a secret by the time the Olympics rolled around. But the Austrians—trained from boyhood on steep, moguled terrain which emphasized skill and lightning reactions and de-emphasized pure speed and waxing—simply did not have the time to change. The very qualities which were responsible for their supremacy now led to their downfall.

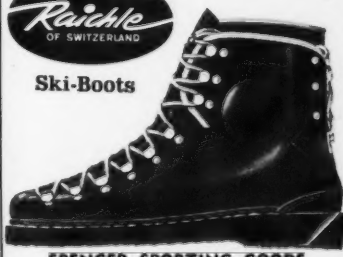
The fact that Schranz and Molterer had broken training and were not in shape was the final bit of irony. Since the forties the Austrians had sent tightly disciplined legions to every major race in Europe and shot them down the slope like so many machine gun bullets. The racers were told exactly what to do and then went out and did it, no questions asked. When the first real

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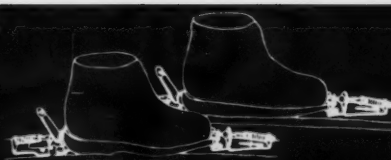
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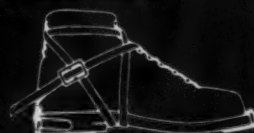
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Olympics

challenge came there was disintegration and paralysis of the mind.

When it developed after the start of the race that the conditions required no wax or only a thin coat at best, the Swiss and Germans—particularly Staub, Willi Forrer and Hans Peter Lanig—quickly scraped off their excess wax on their own initiative. Schranz, the only Austrian still in a position to do something about it, did nothing. A little quick thinking is the least one could expect from one of the world's best racers.

Under these circumstances it is tempting to overemphasize waxing as the decisive factor in the Olympic downhill. True, it was important—it always is—but only in the light of the "new look" in downhill courses.

Much the same can be said for the use of metal skis. To the French must go credit for making the breakthrough even though their triumph was far from exclusive. Silver medalist Lanig was on Austrian wood skis and fourth and fifth place were won on Austrian metal skis. What was proved is that certain characteristics of metal skis are ideal for the downhills of the sixties.

While bad luck plagued France's No. 1 man—Adrien Duvillard was the only major racer who did not finish—there was a certain poetic justice in Vuarnet's victory. It was in great part his technique theories—worked out in partnership with Georges Joubert—which provided the basis for the French triumph. Victory for him meant not only a gold medal, but also vindication of his ideas.

The unfortunate victim of the Austrian demise was Coach Othmar Schneider. After several years in the United States, his was a less regimented approach which his charges simply did not understand. In contrast, Allais was just what the French

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*The downhill story in a nutshell:
not one Austrian in the first six*

needed. As one of the all-time greats he not only provided the necessary inspiration, but also the type of personality capable of overcoming the dissensions which kept the French from living up to their potential for years.

Welcome as it was, the French victory in itself did not constitute a revolution. What was revolutionary was the fact that the Swiss, Italians and Germans also defeated the Austrians and that an American team, badly handicapped by the absence of Buddy Werner, still made a respectable showing. Since none of the alpine powers now completely dominates, this would indicate that the next few years will see a competitive free-for-all much like the one that prevails in the women's events.

Those who would deny the reality of these revolutions on the grounds that traditional power prevailed in the men's slalom and the cross-country races, fail to read the signs.

While the Austrians finished one-two in the slalom, they were the beneficiaries of some bad luck on the part of young Willy Bogner—one of the brightest prospects since Toni Sailer—and Francois Bonlieu. Had these two not fallen on their second runs, the desperate dashes of Ernst Hinterseer and Hias Leitner would have been to no avail.

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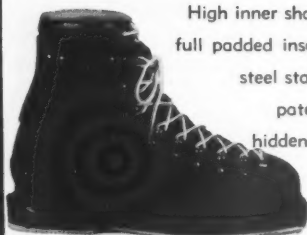


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Olympics

To the Scandinavians, their sweep of the cross-country races must have been scant comfort. They were thoroughly thrashed in the special jumping and they were unable to stall the Italians in their relentless assault on the time gap in the distance events. By 1964, an Italian medal in the 15 kilometer would be no surprise. Only in the 30 and 50 kilometer are the Scandinavians still secure.

The Olympic performance of American skiers was a mixture of pleasant surprise and some disappointment. The lack of gold medals was disconcerting, but this should not detract from the great over-all improvement. We may have been without Gretchen Frasers and Andrea Mead Lawrences, but our various ski teams had depth as never before.

Considering the loss our men's alpine team suffered when Werner broke his ankle, the rest of the racers did exceedingly well when compared with American performances in past FIS World Championships and Olympics. With the exception of the slalom, where we were hurt by an unusual number of falls, our veterans and rookies succeeded in drastically cutting the time differential which separated the United States from the other alpine powers.

If Werner makes a comeback and if our young racers continue to develop, it is safe to say that the tide is running in their favor. The new courses should be to their liking and their approach gives promise of success. For the first time we have a group of young competitors whose exclusive interest—at least for the time being—is racing.

This approach is one of the major sources of strength of our women's team. By any measure, except gold medals, they were the best in Squaw Valley and the best we have ever entered in a major international event. While the major credit must go to Penny Pitou and Betsy Snite, the other members of the team showed enough to give promise of future stardom particularly Joan Hannah and Renie Cox. Even without gold medals—they escaped Penny by the slimmest of margins—the performance of our women was nothing less than brilliant.

If we include Anne Heggteit and her Canadian teammates, it adds up to an impressive showing for the North American women.

Perhaps the biggest disappointment came in the special jumping. Ansten Samuelstuen was surprisingly strong in placing seventh, but this could not



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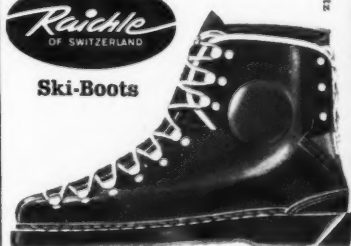
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make up for the failure of Gene Kotlarek, who is potentially better than Samuelstuen, but ended up in forty-second place. But we shouldn't get too discouraged here. Our jumpers are still young and should show more consistency in years to come.

The most unheralded improvement was made by some of our cross-country racers, particularly Mack Miller. His was not only a winning battle against the clock, but also triumph of the spirit over our automobile culture. His seventeenth place in the 50 kilometer—he defeated all but one Central European—set a new standard for American cross-country racers.

After the usual pre-Olympic bickering, the organization of the Games was so smooth and efficient that the official machinery was hardly noticed. In a subtler way, here was revolution, too. The organizers were Americans. And as last summer's National Ski Association convention demonstrated, they are not quietly going back to whence they came. With their demonstrated intelligence, practical ability and experience, they are going to assert their leadership where it is needed most—in organized skiing. Their powerful influence will have an effect on every skiing American for years to come.


It was only natural that the widely scattered honors should spawn an unusual number of different theories and claims. The fact is that the Olympics—just as they marked the revolutions noted—also marked the high point of skiing as we have known it during the post-war period. While the present competitive scramble is distasteful to the powers that were, this state of affairs is bound to encourage other have-nots and also that type of experimentation which will inevitably expand the horizons of the entire world of skiing.

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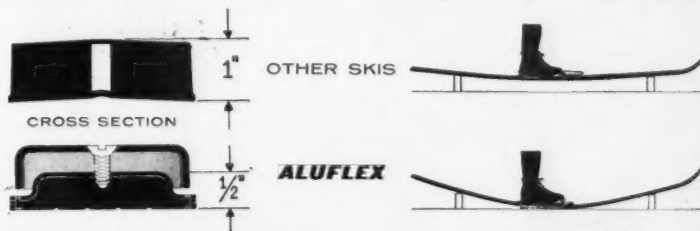
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25 Years of SKI

continued from page 31

Let me steal no glory from the pioneers—the rugged oldtimers on their long runners in the Sierra blizzards; the Scandinavian jumpers; the mountaineers, both east and west, who took to skis for winter climbing and touring—but modern recreational skiing is assuredly the product of the ski schools, and—to be sociological about it—of the automobile and airplane, and the cash-flow of our inflating economy which has given us the money and leisure to ski. In a decade what had been a small fire became an explosion. What had been a sport as special as, say, archery, a sport for a few hardy souls whom others then thought slightly crazy, suddenly swelled to a mass movement to the snow slopes.

And what years they have been! To leaf through the pages of the back numbers of SKI that have piled up year by year in our attic is to revive some wonderful memories. I will defy the golfers, and even the fishermen or the sailors, to match them for a variety of satisfactions, of exhilarations. We've had it pretty good. For each one the scenes and the faces will be different but perhaps a few of the moments that came back to me will give some sense

of what skiing has been for all of us who have, as it were, grown up with it.

It began with the early attempts on a golf course slope with long, thick, flat skis—toe-straps and no poles. Then the first instruction in turning, at school in New England—telemarks and the old scissors-christy (and the day I hit the dog on the take-off of the little jump at Lancaster). The college weekends at Pinkham Notch—the long night drives up from Boston to the mountains, taking turns at the wheel, stopping to eat in diners. There were a few lifts then and nobody seemed to mind climbing up the Wildcat three and four times in a day. But with spring we'd get lazy: one of those long pulls up to Tucker-man's (with a pack full of beer on your back) would be enough, and we'd lol about on the rocks sunbathing, waiting for someone with more guts to make a spectacle of himself coming over the headwall.

The big deal, of course, was to figure a way to get out west. In those days there weren't so many jobs for ski bums and it cost some money. But it was worth it: Otto Lang had his school at Rainier, and we found out about powder on those wonderful rolls of Shuksan Arm at Baker. Gretchen Fraser had pigtailed then and was a

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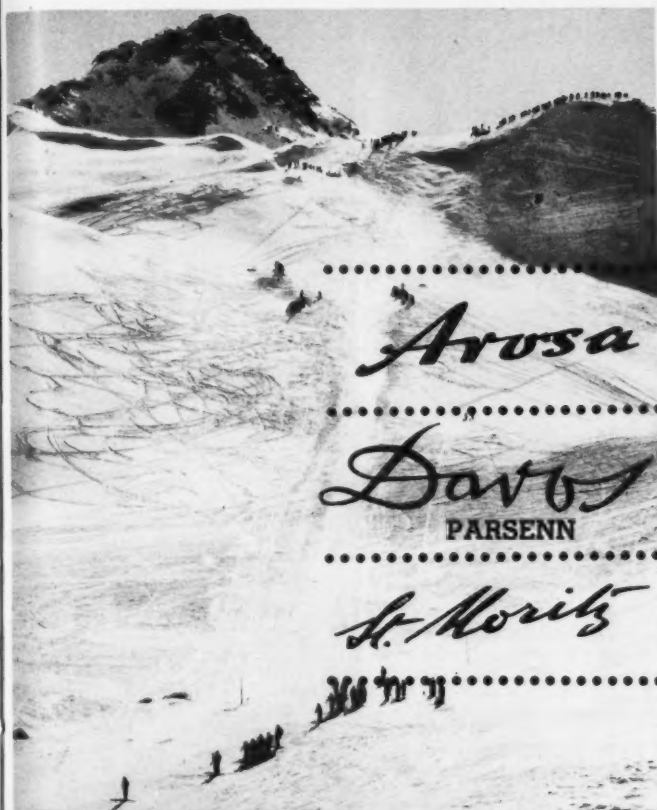
whizz at pingpong; Kenn Binns, who wrote skiing for one of the Seattle papers, picked her out for a coming champion, but I guess he was gone before that great day at St. Moritz in 1948 when she bit into an icy slalom for our first Olympic gold medal.

Sun Valley was a little tame the first year; there seemed to be more sagebrush than snow. But soon the big lift went up Baldy and a succession of great Austrians—Hans Hauser, Friedl Pfeifer, Sigi Engl—attracted both the fancy-pants set and the cream of the racers. The big races were run on Warm Springs then, with the steilhang the spot to watch; Durrance took it straight in one Harriman Cup and the whole slope groaned and then roared as he dropped off his line, straddled a four-foot spruce at sixty, got back on the trail without falling and bulleted on down to win.

Believe it or not, but the price of a steak dinner at Lawrence Elisha's Hotel Jerome in Aspen when I first stayed there was eighty cents. The Willoughby brothers had taken time off from mining to pioneer a ski club; I guess they hacked out a good part of the Roch Run themselves. There was a slightly intoxicated (I mean the vehicle not the operator) cable-barge that would take you a little way up Ajax if it didn't decide to dump you off where the line crossed a gulley. But then, as now for the few who will tear themselves away from the lift slopes, the real lure was the glorious high country above Ashcroft. Otto Schniebs had pioneered in the upper basins—Montezuma, Star, Pearl—followed by the legendary Bud Barwise from Denver. The Highland Bavarians (Ted Ryan, Billy Fiske, the silver-tongued Flynn) were dreaming big dreams of a cable-car to the top of Hayden. I'm glad that one never came through; Hayden should always stay the way it was that April morning when Mike Magnifico (fishing was his forte but he did a little ski guiding too) took me up the first time: aloof and a little awesome, a lonely grandeur of glistening diamond-bright sun and snow. Now the new Al Lindley Memorial Hut at the bottom of Star Basin provides a fine base for this wonderful ski climb and the others near it.

I had known Hannes Schneider first in St. Anton, where I went through his school from snow-plow to parallel, from one of the Tscholls (who went

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home after class to milk his cows) to the elder Spiess (who put on his Sunday suit to play bridge with Alice Kiaer in the Haus Angelika). Then later, when Alice and Harvey Gibson had arranged Schneider's rescue from the Nazi internment in Landeck, I watched him get off the train in North Conway and walk toward a new life in a new home under the crossed ski poles of New England villagers. Now his son Herbert carries on the Arlberg tradition.

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you see in good skiers at Sugarbush or at Winter Park is not very different from what you will find at Zurs or Sestrières. But when it comes to deep-snow skiing I think it is fair to say that something approaching an "American" style (or at least a "Western American" style) has evolved. Our powder stylists who go abroad have something to show which often makes the Europeans sit up and take notice. Whether you talk about Engen-Bounous "bounce" or the "lift and drift" of which Fred Iselin and Pete Seibert are such masters there is a kind of rhythm, a graceful, two-skis-as-one floating and knifing in deep snow which perhaps we may proudly claim as our own.

The metal ski, of course, has had a profound influence on deep-snow skiing—and packed skiing too, for that matter. Its flexibility and easy maneuverability, the way it will plane in powder, have opened the door for the new, more effortless skiing in which rhythm and timing, not muscle, do the work. So let's strike off some medals for the engineers who perfected this greatest of boons for the average skier, the ski that lets all of us sometimes feel, no matter how clumsy we are, as if we were athletes and experts. And another set too, big ones, for the developers of release bindings. Perhaps they have been our chief benefactors when we sum up the changes in equipment that twenty-five years have seen. Oh we'll gripe and we'll cuss when the dratted thing comes off when we don't want it to, but how we love them when a bump throws us flying over our tips.

Perhaps nothing tells more about the biggest change in the skiing picture than a meeting on which I sat in at Alta just last April. The directors of the lift corporation were convened to discuss a plan for rolling some of the easier slopes this winter. An awful moment—one to raise ghosts and make old men tear their hair. Imagine it. The sacred powder of the Wasatch to be trampled by mechanical packing. There were impassioned protests—but to no avail. Time had marched on—and there were graphs and figures to prove it. A certain percentage of the customers were demanding smooth novice slopes from the moment the lift started of a morning and if they didn't get them they would look elsewhere.

There it was in a nutshell. Commercialism. The dollar sign had taken over

And it runs through the whole skiing pattern, from coast to coast. Systems of pipes and compressors to manufacture snow near the big cities. Cloud-seeding (even at Aspen). Ice shredding machines for jumping hills. Plastic snow for summers in California. Snow cement for slalom hills . . . Skiing is now big business and what the most skiers want is what, increasingly, we will get. If they want honky-tonk there will be winter Coney Islands. If they really want to ski to bad music, to have the lovely silence of the wintry hills befouled by canned noise, I guess we will have to grin and bear it—or use ear-plugs. It's a frightening picture. But, praise be, there is still a lot of room in the mountains, and, great as the pressure on them may be, the administrators of our National Parks and Forests are still very much on the side of the angels when it comes to preserving the natural beauty that has been entrusted to them.

And I remain convinced that there are certain elements in the skiing "way of life" that no amount of commercialism will ever be able to spoil. Skiing may be one of the easiest sports to pick up—one in which you don't really have to be a "good athlete" to have fun with it—but it does, after all, even with uphill riding, require a certain amount of effort. Except for an occasional Olympics or a big jumping meet it is not a spectator sport. The entertainment is in doing it yourself. Nobody is paid to do it for you—with all the corruption of various kinds that follows from that delegation. To what a man does for himself will he not always bring a certain respect? And the reward, the pleasure, is in the doing. So far as I know there is no way you can bet on recreational skiing. It will be spared, I think, the kind of vulgarization that has come into golf from what a learned friend of mine calls "over-emphasis of the numerical factor."

Part of the great fun of skiing in the early days was the camaraderie, the companionship of getting off on what was then quite an adventure with people you found congenial. Lift skiing is hardly an adventure (except perhaps when a gear jams and you have to come down from a stalled line on a rope!) but it's still a sport on which friendships can feed and grow. Nothing is likely to change that.

Another significant trend has been the adoption of skiing as a team sport

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in colleges. It began through mountaineering—the Dartmouth Outing Club in New England and boys from the northwest colleges tackling Rainier and the Cascade peaks on skis. Then came informal races like the Harvard-Dartmouth spring slaloms in Tuckerman's Ravine, which were as much frolic as race, and gradually the formation of regional collegiate associations which sponsored organized meets. Today skiing is a letter sport in many colleges across the land and many more have recreational programs for the student body. Almost all the competition, for the males at least, is four-way—downhill, slalom, jumping and cross-country. There even appears to be a genuine and growing interest in cross-country which is encouraging to those who despair about the effect of the automobile on the new generation's physical fitness.

And thanks to the junior skiing programs that are operating in the snow belts—high schools and prep schools, Boy Scout and civic groups, mountain towns like Steamboat Springs and Aspen which provide free lifts and coaching for the youngsters—the boys and girls are often very good skiers by the time they reach college. There is a broad base of high skiing ability developing in this country which, quantitatively at least, is far outstripping that in Europe. Will this mean, eventually, a better showing for our teams in international competition? It will, I'm sure, if our racers and jumpers can be given more big-time competition abroad, on top of their college experience. We have seen what the European training did for Penny Pitou and Betsy Snite, for Werner and Corcoran. But that will depend on financial support from the "industry"—which will be another story—and let's hope a very different one—from the spotty record of the past.

What are we likely to see in the next twenty-five years of American skiing? Will there be the same phenomenal rate of growth in participation and facilities? We know from the graphs of the demographers that the population will continue to burgeon and there seems to be no lack of optimism among the economists that there will be dollars—even if they be fifty- or even thirty-cent dollars—around for it to spend. And skiing has gone far past the point where any scoffer can claim that it is a passing fad like midget golf. With its appeal to the

need for speed and the love of rhythm (and can we overlook an unconscious appeal to the element of risk, of flirting with danger?), to the fascination of continuous movement (let us under no circumstances waste any time sitting quietly at home when there are cars and planes to keep us in almost perpetual motion!); with its response to the social pressure for status which involvement with a rather expensive activity can confer, and to the craving for escape from the city, and the suburb which can become hardly less oppressive in winter . . . with so many points of engagement (is there any sport, asks my wife, that is better for boy-meets-girl, or, for what later follows therefrom, an all-family recreation in which each of the different ages can set its own pace but all be together in the same place for doing it?) the sport of skiing seems well assured of a permanent and expanding place in the American pattern.

Yet we can be certain that its further growth will bring more changes. I foresee, for one thing, that attitudes toward safety, and beyond that responsibility, will change—will have to change. Already in Europe there are slope police empowered to arrest the schusser for speeding in crowded areas. What's more, they have been backed up by stiff fines and judicial decisions awarding civil damages in accidents resulting from recklessness. Beyond this apparently inevitable step I predict, and would favor, a gradual shift toward the concept that the accident victim should pay for the services of the ski patrol, as is common abroad. This is not to hold cheap the fine idealism behind the National Ski Patrol, for which there will always be a real need. But as things stand now the careful skiers pay for the wild ones in the higher lift rates resorts must charge to support their paid patrols.

Certainly competition will force down the cost of lift tickets when the heavy investment in installations has been amortized. There will be more group charter of planes for vacations to our western centers, as well as to Europe. But at the same time that skiing becomes a little less expensive for the masses I expect to see the advent of a few fabulous lift-clubs for the very rich. In these clubs the membership will be restricted to provide uncrowded weekend trails and slopes—and no lift-line waiting—for those who are willing to

continued

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pay for them. "Atmosphere" might also become a factor in competition for this skiing carriage trade. Why not little hotels as charming (and with the same kind of service and food) as the Chesa Grischuna in Klosters in some of our resorts? Or helicopter service to the big peaks of the Rockies as there now is to the high glaciers around St. Moritz?

Of course by 1970 wedeln and reverse-shoulder should be very old hat. The engineers will by then have produced a ski so easy to turn that body movement will be almost unnecessary—though naturally we will all have to take more lessons to learn how to get rid of it. And really isn't a lift that takes fifteen minutes to haul you up a mountain very inefficient? By 1980, at the latest, I give you the pneumatic mono-rail capsule (designed so you sit with your skis on) that will do it in thirty seconds—i.e., 30,000 vertical feet of skiing in a morning!

Best of all, though, at least for this old man with a passion for touring, will be those staffed huts in the high country—well-heated, a comfortable cot food that you don't have to pack in yourself or cook for yourself when you're tired after a long day, and enough hot water to shave and wash in. That will be bliss indeed. Give me a few good huts up there where the timber thins out to the great open basins, where you still ski whatever kind of snow comes down for you—powder or corn or crust—enjoying it all the more because you have to climb to get it, where you make your own track in a lost white world of peace and silence... just that, a few years before my joints freeze up, and I won't care if the lift slopes get to be even more like the subway at rush hour.

END

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March 1960

R, 1960



Dick Luria Photo

Handloom effect is feature of Dormer-Werner reversible jacket, left, (about \$22) with matching stretch pants (about \$28). Ramos parka of water repellent cotton (about \$35, Harold's, Minneapolis) fits nicely with Roffe stretch pants (\$45, Viking Sports, S.F.). And Butwin's cuddly La Fayette parka (about \$40, Colorado Outings, Denver) matches Nève pants (about \$40, Jack Frost Shop, Jackson, N.H.).



Dick Luria Photo

A fern-quilted Pedigree parka (about \$30, Willburger's, Philadelphia), and Profile stretchies. A Sportcaster Miss Silk DeComo (about \$35, Scandinavian Ski Shop, N. Y.) and Slalom pants. And Duofold's new quilt (\$25, Hudson's, Detroit) and Franconia pants. Tyrol boot cover (\$1.95), Rogg boots (\$70) in Barrecreafter tree (\$3.95), Kastle metal skis (\$115).

Jet Age Sensations

This is the fashion story for the coming season: ski clothing is as sleek as the jetliners which will whisk you to Europe's great winter resorts—faster than ever.

Just as travel at the speed of sound was the dream of the engineer less than a decade ago, so color and stylish lines were the dream of the ski fashion designer who sought to break the black and blue barrier.

Both have succeeded spectacularly as these pages show. One evening a group of SKI Magazine staffers were in New York. The following noon, thanks to Alitalia's speedy DC-8, they found themselves on Cervinia's slopes underneath the Matterhorn on the Swiss-Italian border shooting the most colorful selection of ski clothing they had ever encountered. *continued*



Dick Luria Photo

Sportcaster offers its Sierra parka in new DuPont Antron Nylon and several exclusive colors (about \$30, Marshall Field, Chicago). Pants by Edelweiss (about \$40, Osborn and Ulland, Seattle).

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Pratelli Photo

An unusual neckline makes the one-piece stretch suit tailored by Irving a useful ski and after-ski item. The jacket is lined with Milium and is stylishly trimmed with white Orlon pile (about \$95 complete, Saks Fifth Avenue, N.Y.C.) Boots are by Munari. A paintbrush motif of Emilio pink and violet graces the creation of Emilio Pucci. The jacket and hat are of waterproof silk and the trousers of wool gabardine stretch material (about \$285 complete, Carroll Reed, North Conway). Boots by Henke.



John Mancada Photo

Italian styling featured in the stretch suit of Elastill by Lella Sports of Milan, Italy, goes well with the three-quarter length octagon quilted parka (about \$60) by Hummel and a Fur Flyer hat of restored long-haired furs (about \$16, Elli in Aspen) and Kastle Slalom skis. The silk print Sunshine parka by Barbara has Velcro-attached liner and pocketbook (about \$40, Sig Buchmayr's, New York). Stretch pants in nylon and worsted wool by Obermeyer (about \$50, Lerrabee's, Lansing, Michigan).

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Jet age sensations

From their trunks spilled stretch suits and stretch pants in the new greens, browns, plums and blues; parkas in exciting new fabrics; sweaters in a riot of patterns and furs of striking design.

While ski clothing for this coming season will be stylish indeed, it will also be eminently practical. This year's lines, as we said, are as sleek as the new jets, but they have been achieved at no sacrifice of comfort. The new fabrics are lighter than ever, but they will keep out the cold better than ever before.

So rich is the variety that you could spend all your spare moments between now and the first snow fall and still not see everything that is available. The possibilities in ski clothing are endless and—like the jet age—terrifically exciting.



John Moncada Photo

A Danspun knubbly knit cardigan, P&M hooded jersey, and Reinalter stretch pants (about \$48, Norse House, New York). A spotted rabbit fur parka by Jonas Brothers (about \$80, Neustetter's, Denver), a Libo sweater (about \$16, Mountain Shop, Portland), and Remi stretch pants (about \$37, Wilmot Ski Hill, Wis.).

John Moncada Photo

The knicker and blazer ensemble in Douglas plaid Super Elastiss is a Hauser Sport creation and also comes in plain matched colors (about \$100 as shown, Andy's, Waitsfield, Vt.). The white lapin Cossack's hat is by Alaska-Arctic Fur and is lined with nylon (about \$20, Saks, N. Y.).





Jack Van Horn and Helga Becker, instructors at Winter Park, found the family skiing atmosphere of Divide resorts contagious and decided to marry last season.

The Snow

Skiers who favor the resorts along Colorado's Divide are hoping for a repeat of last season when snow came to stay in September



noles Early

West of Denver

BY RUTH IVOR

Here you are, settled in your favorite easy chair with the season's first issue of SKI Magazine. You have visions of skis swishing through powder, memories of lodges echoing with laughter. The urge to ski becomes more urgent . . .

But skiing in the early fall? Certainly! You can find lifts, lodges—the whole works—only an hour's drive west of Denver.

Remember last autumn? It started snowing September 25 and kept hard at it for a week. After it stopped, four feet of crisp, lovely powder covered Colorado's Continental Divide. Ski bums and fanatic devotees went into a frenzy of delight. Even the most staid adherents of the sport abandoned the purple asters and red nasturtiums still blooming in their gardens and headed for Arapahoe Basin, Loveland Basin, Berthoud Pass or Winter Park.

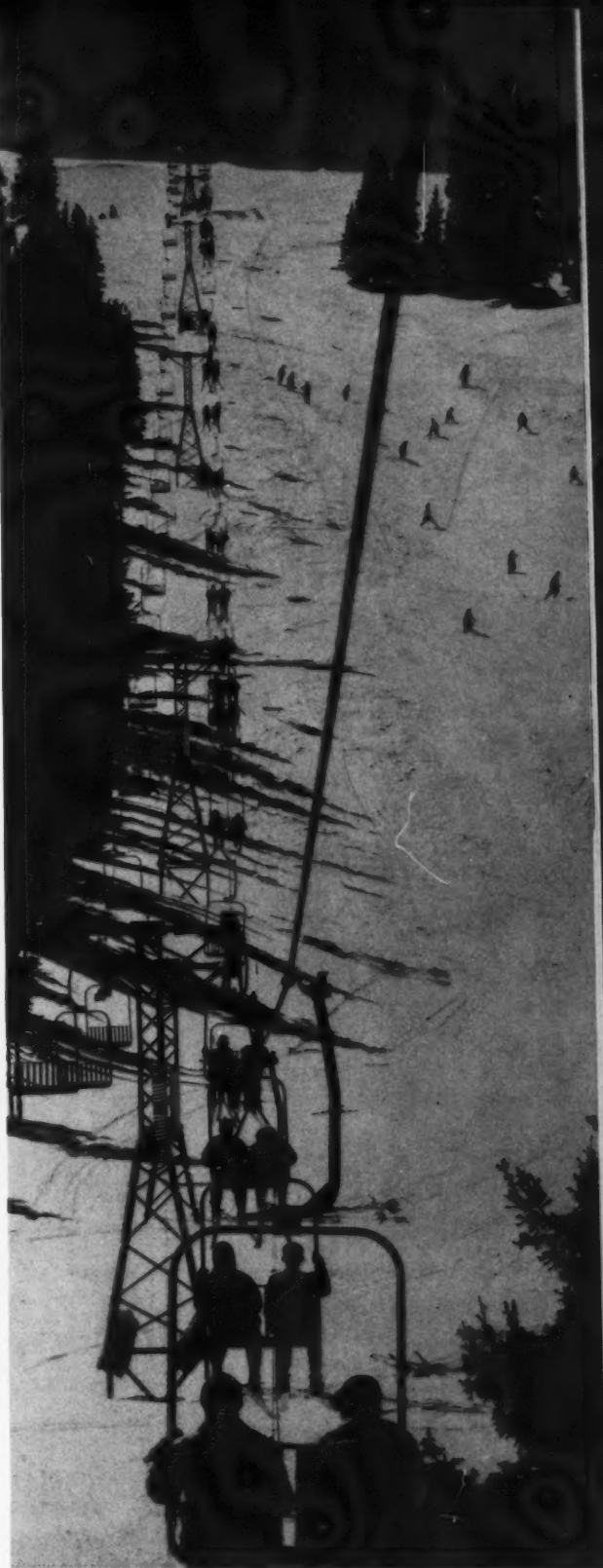
Nothing is easier or more tempting once you are in Denver. I have often thrown my skis on my car on a warm, sunny morning and in about sixty minutes I was on Berthoud Pass, 11,000 feet up, atop a trail, the sun glistening on fresh powder snow.

It is a comfortable fifty-seven mile drive from downtown Denver, along Highway 40, a major thoroughway which is open the year around. The

continued

Above-timberline slopes at Arapahoe Basin are ideal terrain for the lesson Erich Windisch is giving to Kay Werner, Bud Werner's cousin

Photographs by Hans Carroll



Loveland's double chair lifts will be supplemented with a high-speed T-bar this year to open more of its terrain, which varies from steep open slopes to meandering trails



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beautiful drive winds through the pine woods in the foothills and a succession of old mining towns. At places like Idaho Springs and Empire it is *de rigueur* for ski buses and private cars alike to stop over for a cup of coffee on the way up (and perhaps something stronger on the way down).

In this corner of Colorado anyone with enthusiasm can ski—beginner or expert. The scenery is grand but friendly; and every year finds improved, expanded and more comfortable facilities for weekenders and tourists alike. But there is little room for the mink trimmed goggle set. The areas along the Divide are for the deep down enthusiasts who love the outdoors and skiing.

If the enthusiasts have families, so much the better. Denver is much like Norway. Whole families go on Sunday ski jaunts—complete with baby in rucksack. And if baby should become heavy, Loveland Basin offers a typical American service in addition to the usual ski schools, lifts and trails—an expertly staffed nursery for tots from six months to six years old.

Not that there is anything routine about Loveland. It is a spectacular experience from beginning to end. The actual Loveland Pass road (Highway 6) starts at an elevation of 10,700 feet and as you wind up its hairpin curves you are afforded magnificent views over endless snowcapped mountain ranges. Once at the Basin you can put yourself in the capable hands of manager Gordy Wren, co-director of the ski school, restaurateur, course setter of the women's Olympic giant slalom, and for many years one of this country's great ski competitors.

The two chairlifts rise 1,100 feet, almost vertically over a gigantic granite rampart. (That's when you find out how nice it is to ride in a double chair—to grasp that big guy's hand for comfort and protection.) But the view is so impressive that you soon forget all about being frightened. Once on top there is a wide choice of downhill runs—open slopes as well as meandering trails which wind slowly through lovely spruce and pine woods.

Just across Loveland Pass on Highway 6, a few miles down the Western slope, is Arapahoe Basin. The area has been nurtured for many years by Larry Jump, whose special contribution to ski area management is the idea that the

continued



Mary Senti of Denver liked skiing so much, she moved to within ten miles of Loveland. She is passing the area's nursery on her way to the chair lift





These youngsters on one of Winter Park's five T-bars and the parking lot packed with cars testify to the popularity of this family-minded area



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operators should do more for the customer than merely take his money for a lift ticket. Fun races of all types are offered in addition to true above-timberline skiing and a variety of Pomalifts to the top of Norway Mountain.

Arapahoe also offers Willy Schaeffler, Denver University ski coach, chief of all Olympic alpine courses, and director of the ski school. His assistant, Erich Windisch, recently returned from Europe where he studied the latest in technique, is one of the pioneer wedelers in the United States.

Along Highway 40 (take the fork in the road after Idaho Springs) you'll first encounter Berthoud Pass, where skiing starts at 11,300 feet. Double chairlifts carry you 800 feet into the

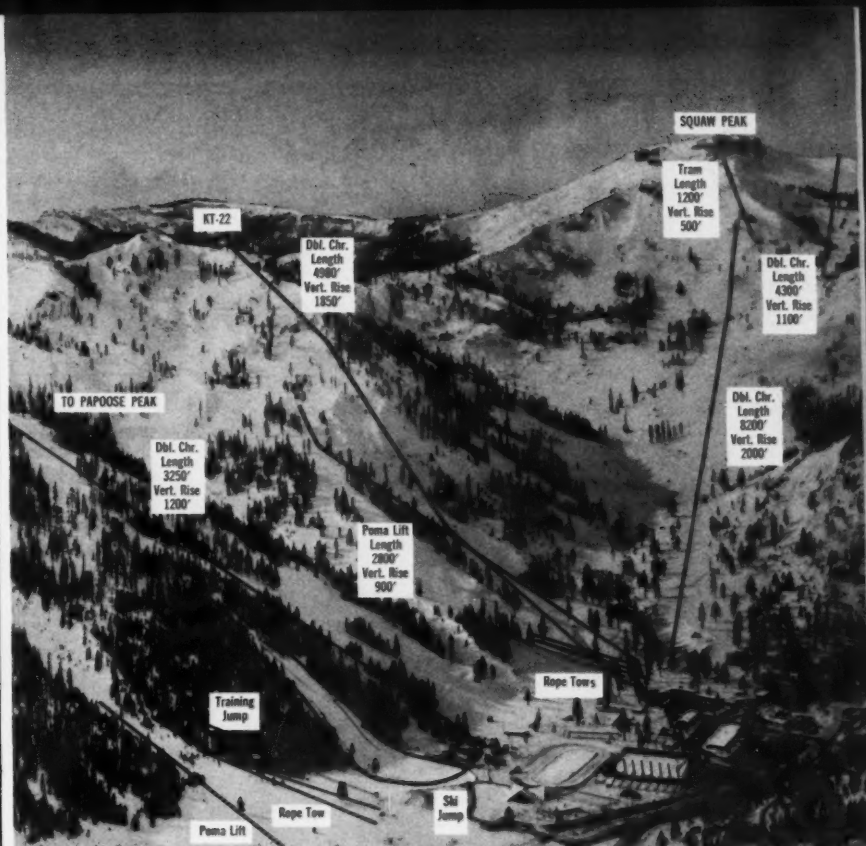


thin crystal-clear air toward the blue skies and deposit you among the open slopes above timberline, from where the mountains continue to rise up to 13,000 feet. And as at all Divide ski areas there is a breathtaking view—in this case over the forest ranges of Middle Park and the smoky blue Gore Range.

Overnight accommodations and hot meals at Berthoud are the province of Roger Wyckoff. His lodge is centered on the Continental Divide and Roger has a choice of tossing the dishwater out of the east or west window, de-

continued

Arapahoe Basin's vast open slopes are ideal for wedelers who delight in carving serpentes in the Basin's regular supply of deep, fresh powder



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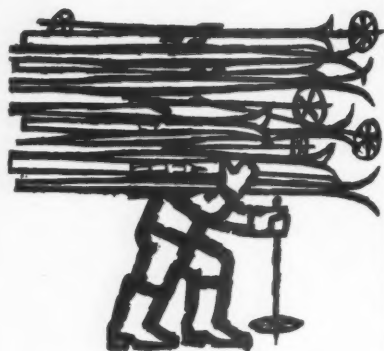


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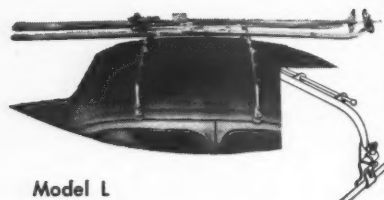
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West of Denver

pending on whether he wants it to end up in the Pacific or Atlantic Ocean.

On the Western slope of Highway 40, sixty-seven miles from Denver, is that city's pride and joy—Winter Park. A part of the Denver Mountain Park System, Winter Park can boast one of the largest uphill capacities in the United States. Its five T-bars can cope with over 5,000 skiers an hour.

The moving spirit behind this lift-rich resort is Steve Bradley, Dartmouth great, refugee from the academic life and another laborer in the Olympic vineyard. (It seems as though Colorado's ski areas were stripped of management to staff the Olympic Games.)

But Steve is not alone. There are, for instance, the Beavers, whose Ski Chalet is a perfect example of how to mix pleasure with business. Their ninety guests and twenty employees—some of the latter recruited by ingenious little ads headlined "Girls Wanted . . . Ski Free"—keep them hopping. But to Hortense and Pres Beaver the effort is worth it if only they can continue their long-standing love affair with Colorado.

Such post-war Coloradans as the Beavers are not unusual. Dick and Katie Schoenberger, from Ohio and Texas via New York City, caught the bug and since 1947 have been building up their C Lazy U Ranch at Granby. Their trademark is the "Green Elephant," a trusty bus which transports their guests to Winter Park, a half-hour drive away. Once on the slopes, the "Elephant" serves as a snack bar serving hot coffee to cold-nosed skiers.

It is this spirit which gives the areas along the Continental Divide their charm. Combine it with alpine type skiing, sunshine and lots of powder and you can understand the stampede to the hills when the snow flies early west of Denver.

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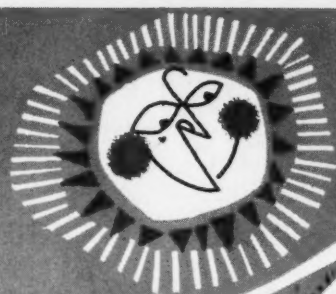
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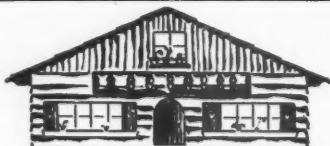
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so you're
taking
up skiing

by Gus Weber

Director, Mammoth Mt. Ski School

This is the first of a series of columns for those who are taking up skiing for the first time. They are also intended for experienced skiers trying to introduce others to the sport. Ed.

You've decided this is the year to try skiing. You don't know why exactly, except that the enthusiastic urging of your friends was overpowering. Still, you are wondering . . .

The chances are your friends have described skiing to you in glowing adjectives—"great, terrific, tremendous"—without really telling you very much about it. Well, that's the way skiers usually are. They assume you know that there is more to skiing than whizzing down mountains on two slippery boards. And even if you do press them for details you get different answers from every one of them.

Actually, this is one of the reasons why skiing is so fascinating. It has so much to offer. For the casual sportsman (it's funny, they never stay casual after they take up skiing) it can be a pleasant change of pace during the winter months. For the outdoor enthusiast it's ideal for the enjoyment of matchless winter scenery. For the fitness-conscious, it's a great way to get exercise. For the competitor it's an exacting test of skill. And some aren't kidding when they tell you that it is "a way of life." It is as much a sport of kings as horse racing, yet some of its greatest heroes are peasant lads, who come out of the Alpine villages to become the greatest racers in the world.

There are other facets of skiing which may be of interest to you. For the technically inclined it offers a vast variety of equipment and techniques. Each can be a source of endless hours of fascinating study and conversation. If you are socially inclined, a whole new world awaits you. There are thousands of opportunities for boy-meets-girl or just casual, friendly conversation in every lift line, double chair

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Austrian-born Steve Lohr was raised on skis, and has specialized in ski tours for many years. He is well acquainted with all leading ski resorts in Europe, and can therefore recommend the right resort for the right time. Even at rush times of high season and holidays, Steve can get you reservations. Why not write or talk to him about your ski travel plans?

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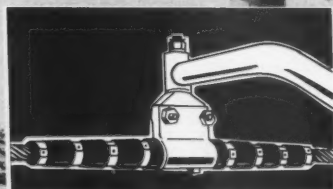
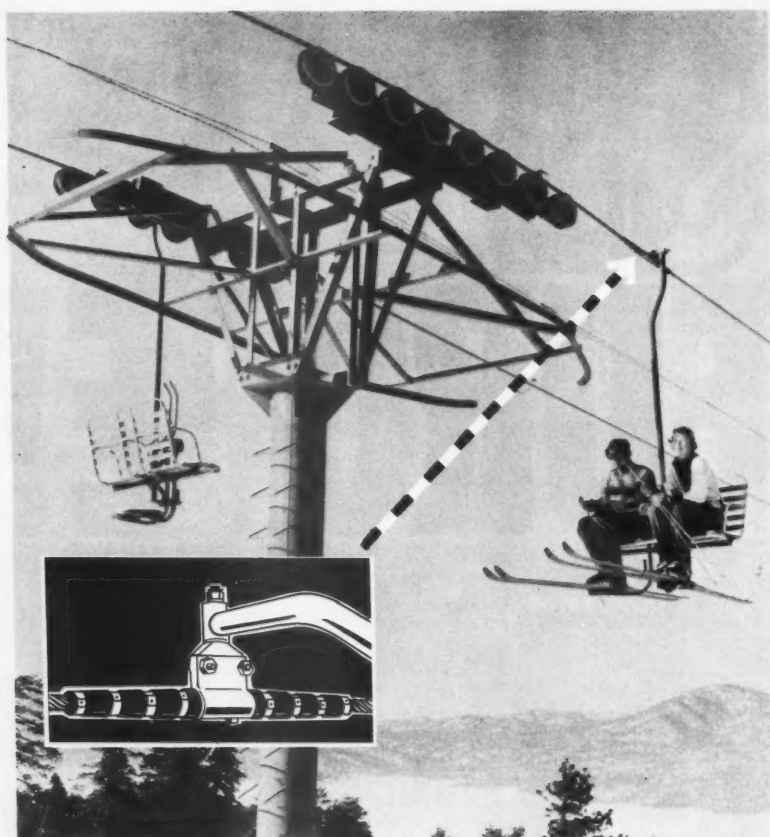
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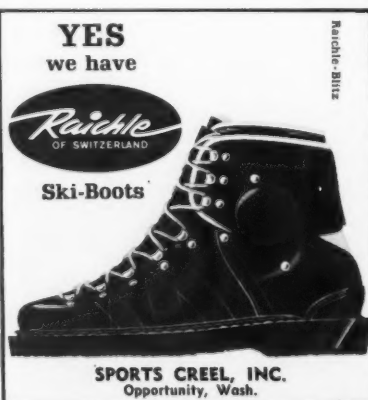
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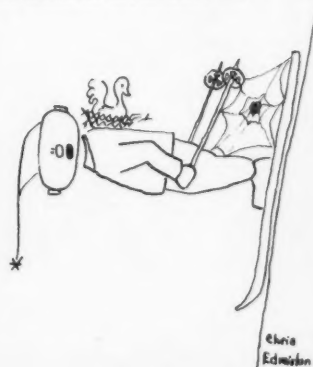
Taking Up Skiing

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These may seem like rash claims. Why should skiing be any different from other sports? Why not go to Florida for the winter and play golf instead? The answer lies in the origins of the sport. Its pioneers were called "screwballs" and worse for hurtling themselves off mountains. (This view is prevalent among non-skiers to this day.) So anyone who took the trouble to learn and enjoy skiing automatically became their friend, regardless of what else they might be. Despite the tremendous changes in skiing over the last half-century this still holds true. Today's skiers are still members of an exclusive club whose only initiation fee is a love for skiing. This attitude, abetted by the solitariness of ski areas and resorts, has given skiers and skiing their unique character.

This spirit also explains other aspects of the sport. Its special language was originated by pioneers whose inventive turn of mind required terms not to be found in any dictionary of their time—and which subsequently defied translation. It explains the atmosphere of friendliness which pervades areas both large and small and the absence of frustrating rules which kill much of the joy in many other recreational sports.

Much of what you'll encounter when you first step into the world of skiing will confuse and confound you. But once you catch the spirit of skiing, it will bring you back to the mountains again and again. When snow is in the air, even if you are hundreds of miles away, you'll say the heck with Florida and head for the nearest snow. **END**



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THE GOLD MEDALIST

Anne

FIRST, WOMEN'S SLALOM

by W. L. Ball

When Anne Heggteit returned to her native Ottawa shortly before the Olympics, there were no visible signs to indicate that she would mount the victory stand at Squaw Valley a few weeks hence.

She was exhausted after her European training session. A severe leg cut, which had required stitches, was still unhealed. And racing on the injured leg, she had fallen and finished a dismal sixty-first in her first race of the season.

But a week's rest changed the picture. On the way to California she stopped in Aspen where she annexed the U. S. Slalom and Giant Slalom Championships and the Roch Cup as well. It was Anne's way of demonstrating her ability to bounce back.

Despite her opportunities for success, Anne was no stranger to adversity.



nnMeggtveit

S SLAMPIC WINTER GAMES 1960

In 1954, when only fifteen, she amazed the international racing world by placing fifth in the Arlberg-Kandahar and winning the Holmenkollen Giant Slalom. The following year she broke her leg. She returned to condition only in time to make the 1956 Olympic team and performed creditably, but in 1957 a promising season was again cut short when she sprained an ankle at Aspen. In 1958 she regained her 1954 form and, with good seeding and a backlog of international racing experience, she was able to become the first non-European to win the A-K in 1959. A cut, serious as it was, wasn't going to stop her now.

There were other factors in her favor, too. Her father, Halvor, and his younger brother Bruce are former Canadian cross-country champions. Her uncle on her mother's side, Bud Clark, was a member of two Olympic teams and for ten years president of the Canadian Amateur Ski Association. As heir to this tradition, Anne began to demonstrate the temperament and ability of a champion at the age of six.

Her parents and her relatives were only too happy to encourage her. And when they had helped her as much as they could, her family, with the aid of the Ottawa Ski Club, sent her to Europe. Even more important, they chose Pepi Salvenmoser to be her coach. He provided the finishing touches by adapting her technique and training programs to her physical and emotional attributes and drove, encouraged and sympathized as the occasion required.

Looking back, Anne concedes that her cut leg was a "setback," but not nearly as serious a one as might be supposed.

"Pepi's training program had not scheduled me to reach top form before the Olympic Games," she said. "If anything, a win in an earlier race would have been a danger signal. With fifteen or twenty girls all about equal technically, it is impossible for any one of them to win consistently. You sched-

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Anne Heggveit

ule your training to bring you to top form at the time of a pre-selected race. This form, under present racing standards, can be retained for only one-and-a-half to two weeks. To win you must have reached your mental and physical peak at race time and have a measure of luck besides."

Her style, Anne says, is no different from the other twenty or so top women racers, who ski much the same as the men. The greatest change in women's racing is in philosophy, which requires that a woman must attain the same physical and emotional peaks as a man if her training and reflexes are to be fast enough.

This is borne out by the movies of her slalom run. Anne appeared to be scrambling through the gates with the agility of a spider. Her movements were so rapid, in fact, that it was only after I timed a second viewing of the film that I was convinced it had not been speeded up. Anne had indeed attained those cat-like reflexes which enable her to step and skate through the gates without fear of hooking a pole or catching a tip.

After her unpromising showings in the giant slalom and the downhill—she finished twelfth in both—didn't she have some doubts about the slalom?

"My confidence was unshaken," she said. "The slalom was the race I had been training for and I was close enough in the other two so that I knew that I could win."

The nonchalance was real. The day before the race she startled many of her rivals by not studying the course. It was part of the strategy. Anne has a remarkably retentive memory and past experience has shown that she only had to walk up a course to fix it in her mind. Salvenmoser's theory was that if she didn't know the course in advance she wouldn't lie awake for most of the night running it in her mind. As it turned out, the Squaw course was a relatively easy one to learn. It was cut four times by a road and this provided a natural breakdown. All Anne had to do was memorize each of the sections and put them together for the race.

When she finally saw the course, Anne knew it was her day.

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END

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Paepcke was born in Chicago, graduated from Yale and during his lifetime received honorary degrees from several colleges. He went into business with his father, but soon founded the Container Corporation and made it the largest manufacturer of paperboard packaging in the country.

Paepcke was not an avid skier (one source says he skied perhaps a dozen times in his life), but he was quick to grasp the possibilities for a ski area envisioned by Friedl Pfeifer who directed the actual development of Aspen's early facilities.

Under Paepcke's aegis Aspen's post-war fame grew rapidly. Today the Aspen Skiing Corporation has six lifts and a vast network of trails and slopes for all classes of skiers. The boom sparked the development of two other areas and created after-ski activities that have kept pace with the growth of skiing in Paepcke's paradise.

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My funniest Moment

by Polly Staley

Dayton, Ohio, boasts more than 300 long-distance ski commuters who sigh over local snow storms and moan over the short but fatiguing climbs up the local hills. Last year three of the more family-bound Dayton men, Jack Staley, an attorney; Earl Cochran, a business executive; and Bill Staley, an insurance man, formed the Ski Valley Corp., acquired land and purchased a rope tow.

Local skiers beamed with anticipation when the beautiful turquoise machine arrived. The travel-weary ski hounds waited patiently . . . anxiously . . . then desperately for snow. Finally it came and with it the rush to Ski Valley. The tow was manfully hauled aloft, its motor purred perfectly for three heavenly runs and then the splice separated.

Bitter cold and driving winds numbed ungloved hands in minutes. Deflated skiers looked on in bewilderment. Rising hilariously to the occasion, the attorney, the business executive and the insurance man unhooked the rope, dragged the loose ends to a nearby car, turned on the heater, and, with a tattered Navy manual propped on the dashboard, began to resplice the rope in the warming comfort of an Anglia.

Several gallons of gas and one and one-half hours later the job was completed. The fans were elated, but the attorney, the business executive and the insurance man were puzzled. Would the Anglia slide easily through the tow pulleys?

Each end of the broken rope had been pulled through a window on opposite sides of the car.

Have you had a funny ski experience? SKI Magazine will pay \$10 for each one published. Send it to My Funniest Ski Experience, SKI Magazine, Box 1133, Hanover, N. H.

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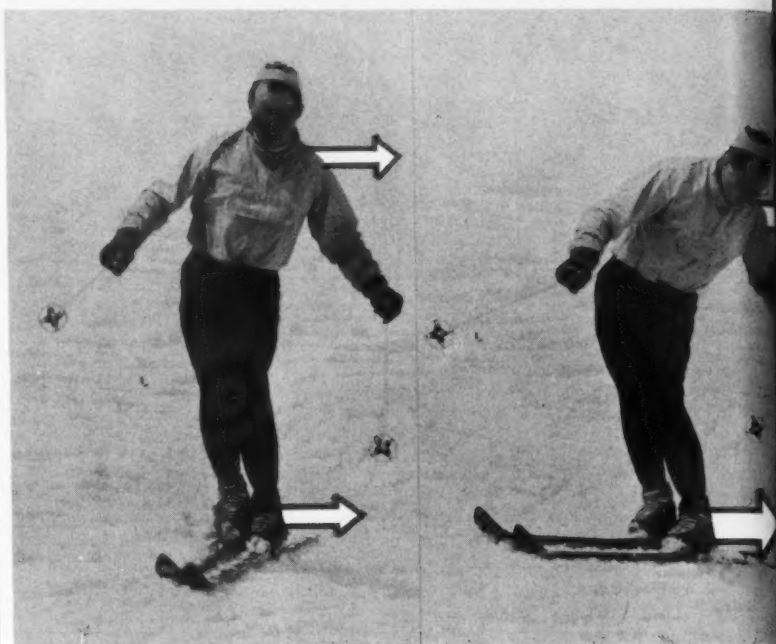
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The function of the heel thrust is demonstrated here. Pictures from the front show sideways displacement with skis pivoting around their tips as heel thrust is applied. Note how upper body compensates by leaning in the direction of displacement. Pictures from above show balancing counter rotation of shoulders as feet are twisted in the execution of heel thrust. The hip as a fixed point and the considerable change in feet and shoulder positions can be clearly seen

Effortless skiing continued from page 103

In any turn involving the use of the "V" position, the legs act separately. In a snowplow turn, for instance, the body changes its position by a shifting of weight, which results in a "passive" turn. Changing the distribution of weight leads to another stance and the skier waits until the physical laws do for him what he wants.

Parallel skiing is quite different. Both legs have to act as one unit. Weight shift (in a schuss) does not result in a turn. You have to develop some force within the body which moves you and the skis, too. Since the turning force is generated by you, you are turning "dynamically."

It is the transition from passive to dynamic skiing which causes most skiers to stumble, yet it is primarily in parallel skiing where modern technique has made its most dramatic advances to make skiing more effortless and efficient. The reward for mastering parallel is infinite skiing pleasure. But for what I think are purely psychological reasons, the average weekend skier blanches at the thought of parallel and

hugs the slopes with his stem christie.

For this reason it is vitally important to recognize that modern parallel skiing is not another world. Today beginners are actually taught parallel turns at a very early stage. The first tools a novice gets are snowplow turns and uphill turns from a traverse. In the latter you ski parallel. And what you apply to this turn is the heelthrust, which, mechanically, is the same as the one used by the expert wedler. Since the heelthrust is the root of dynamic skiing a basis has been established for making "something" happen within the body to bring about a turn.

Another way of looking at the phenomena of internal forces is to compare a skier going straight down a hill to a rocket in space. Both will continue on a pre-determined and perfectly calculable course unless forces within them change that course.

In the case of the skier executing a heelthrust, it is too simple to say that he turns his feet. Simple physics will provide the answer why this is not enough. We must anchor the sources of power to a fixed point. This is precisely what we do in skiing when we initiate a parallel turn. The fixed point on



which this power is anchored is in the hips. In effect we are "suspending" the legs from the hips. And to make the hips a fixed point, the upper part of the body has to counteract the motion of the legs.

Having established the sources of power, how do we use them? On the basis that every action has an opposite and equal reaction, we know that if we turn the feet in one direction, the shoulders turn in the opposite direction and vice versa. This explains the term "reverse shoulder" as used in modern Austrian technique.

The "reverse" action between legs and upper body also results in the coma position. To maintain balance and to speed up the reaction of the

forces initiating the turn, the body is "split" with the upper body moving sideways in the same direction as the legs. This explains why wedeln was "invented" in slalom. Since the "one-sided" motion of the entire body, as in full rotation, was too slow in tight flushes, racers split their bodies into halves, making them counteract both horizontally and vertically to make the "pendulum" action of the body shorter and faster. This sideways displacing-turning movement is the heelthrust. When we heelthrust, we are winding up our body like a spring and in releasing this spring we are providing the power for making the next turn. Thus, linked turns are a constant twisting and untwisting.

continued next page

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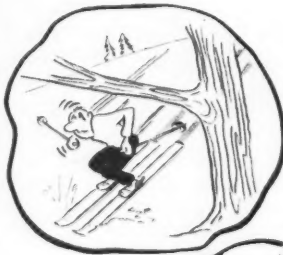
Effortless Skiing

There are two more factors in parallel skiing: uplift and pole action. But these are merely additional, although important tools in helping us with steeper and more difficult terrain. They, too, utilize the laws of physics. Uplift unweights the tails of the skis where necessary in order to eliminate snow resistance while displacing the skis sideways. In general, the need for uplift becomes more important the steeper the terrain or the deeper the snow. Pole action provides leverage and aids uplift, rhythm and stability.

This outline should make any discussion between wedeln and parallel skiing unnecessary. Who would deny that we ski parallel while we wedel? Since we know that the turning force in modern parallel skiing is the heel thrust, what difference does it make if we make either long or short turns, in deep powder or on hardpack, on steep terrain or gentle slopes, and with or without the use of poles? There are lots of good reasons for making distinctions between these various types of skiing, but as far as the laws of physics are concerned, there is no difference.

In the following five issues, we will start a crusade for economy of effort by detecting five of the most common sins against the physical laws of skiing and revealing the means for correcting them.

An Olympic champion once said that thirty per cent of skiing is done with the legs and seventy per cent with the head. In view of this ratio we know the source of the trouble if someone can't get along with his skis . . . **END**



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- 16 Corvallis, Ore. (Home Ec. Aud)
- 17 Vancouver, B.C. (Queen Elizabeth Thtr)
- 18 Tacoma, Wash. (Hi Schl Aud)
- 19 Eugene, Ore. (Roosevelt Hi Schl)
- 21 Denver, Colo. (Phipps Aud)
- 22 Boulder, Colo. (Mackay Aud)
- 23, 24 Denver, Colo. (Phipps Aud)
- 25 Colorado Spgs, Colo. (City Aud)
- 26 Salt Lake City, Utah (East Hi Schl)
- 27 Boise, Idaho (South Jr. Hi Schl)
- 28 Reno, Nev. (City Hall Aud)
- 29 Spokane, Wash. (Shadle Park Hi Schl)
- 30 Wenatchee, Wash. (Wen. Valley Coll)
- Nov. 2, 3 Portland, Ore. (Benson Hi Schl)
- 4-5 Seattle, Wash. (Palmer Thtr)
- 8 Fresno, Cal. (Hi Schl)
- 9-14 Los Angeles, Cal. (Wilshire Ebell Thtr)
- 15 San Diego, Cal. (Hoover Hi Schl)
- 16 San Francisco, Cal. (Nourse Aud)
- 17 Sacramento, Cal. (Col. Jr. Hi Schl)
- 18 Ogden, Utah (Ogden Hi Schl)
- 19 St. Paul, Minn. (City Aud)
- 20 Syracuse, N.Y. (Regent Thtr)
- 21 Buffalo, N.Y. (Amherst Thtr)
- 22 Cleveland, Ohio (WHK Studio One)
- 23 Detroit, Mich. (Ford Aud)
- 24, 25 Toronto, Ont. (No. Toronto Coll)
- 27 Lynn, Mass. (Lynn City Hall)
- 28 Fall River, Mass. (F. R. Women's Club)
- 29 Worcester, Mass. (Burncoat Jr. Hi Schl)
- 30 Cambridge, Mass. (Cambridge Hi Schl)
- Dec. 1 Andover, Mass. (Mem. Aud)
- 2 Portland, Maine (Portland Hi Schl)
- 3 Hartford, Conn. (Bushnell Aud)
- 4 New London, N.H. (Colby Coll—Matinee)
- 4 Hanover, N.H. (Webster Hall)
- 5 Bridgeport, Conn. (Hi Schl Aud)
- 6 Garden City, N.Y. (Garden City Hi Schl)
- 7 New York, N.Y. (Hunter Coll)
- 8 Madison, Wis. (West Hi Schl)
- 9 Wilmette, Ill. (Howard Schl)
- 10 Burlington, Vt. (Mem. Aud)
- 11-13 Montreal, Que. (Queen Elizabeth Hotel)
- 14 Philadelphia, Pa. (Univ. Museum)
- 15 Teaneck, N.J. (Teaneck Hi Schl)
- 16 Duluth, Minn. (Hi Schl)
- 29, 30 Sun Valley, Idaho (Opera House)
- Jan. 5 Marysville, Cal. (Yuba Coll)
- 6 San Gabriel, Cal. (Mission Playhouse)
- 7 Santa Barbara, Cal. (San Marcos Hi Schl)
- 10, 11 Palo Alto, Cal. (Belmont Thtr)
- 12 Santa Ana, Cal. (Santa Ana Hi Schl)
- 13 Ontario, Cal. (Chaffey Aud)
- 14 Whittier, Cal. (Whittier Union Hi Schl)
- 16 Carmel, Cal. (Sunset Aud)
- 20 Midland, Mich. (Central Intermediate)
- 23 Port Huron, Mich. (Woodrow Wilson Schl Gym)
- 24 Rochester, N.Y. (Chamber of Comm.)
- 25 Boston, Mass. (Harvard Club)
- 26 Waterbury, Conn. (Wilby Hi Schl)
- 27 Pittsfield, Mass. (Berkshire Museum)
- 28 Rutland, Vt. (Rutland Hi Schl)
- 30 Wilmington, Vt. (Hi Schl)
- Feb. 1 Manchester, N.H. (Proc. Arts Aud)
- 2 Waterville, Me. (Women's Union Thtr)
- 4 Lake Placid, N.Y. (Lake Placid Club)
- 8 Dayton, Ohio (New Salem Thtr)
- 9 Milwaukee, Wis. (Shorewood Aud)
- 10 Green Bay, Wis. (West Hi Schl Aud)
- Apr. 15 Los Angeles, Cal. (Paulson Hall)

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After wrestling with 100,000 feet of Olympic film John Jay has emerged from his cutting room with a 2,000-foot, one-hour version which he calls "Olympic Holiday." With twenty-four cameras on the job Jay and his crew didn't miss anything significant.

Highlights include jumping sequences shot at the super slow-motion speed of 128 frames a second. The usual slow motion is sixty-four frames a second. The jumpers "float by like clouds in the sky," says Jay. Other Olympic contests are equally unusual and exciting.

Jay's personally-narrated show is 100 minutes long in all and includes Christmas in the Swiss Alps laced with atmosphere—jingling sleigh rides, tea-dancing with games, skiing by torchlight and all that. Alaska takes the foreground in scenes at Homer of Woody McClay, sixteen-year-old son of a trapper, who is "another possible Bud Werner," opines Jay. There's more on Alaska: e.g., Mt. Alyeska graced by Penny Pitou and Betsy Snite.

Jay's special brand of humor is, of course, perennial. Moose on the main street of Elmendorf Air Force Base at Anchorage and skiers shooting across a spring lake are two of the comic touches Jay provides.

"Swingin' Skis" is the title of Warren Miller's 1960 film. It includes sequences of seventy-three-year-old Don Douglas of Lake Forest, Ill., skiing deep powder at St. Moritz after a helicopter ride to high level snowfields. Sigi Engl, director of Sun Valley's ski school, demonstrates his method of making skiers out of raw beginners.

Miller has some of the world's greats on boards, too. He filmed Stein Eriksen and Jim Tobin skiing like the experts they are in something called wet

continued

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Schedule

- * 6 Attleboro, Mass. (Hi Schl)
- * 7 Harvard, Mass. (Town Hall)
- * 10 Storrs, Conn. (U.C. Student Union)
- * 11 St. Louis, Mo. (Sheldon Mem. Aud)
- * 12 San Antonio, Tex. (Town Hall, 10:30 a.m.)
- * 12 Dallas, Tex. (Ski Club, Tel. FL 7-9446)
- 13 Boulder, Colo. (Hi Schl)
- 14 Vancouver, B.C. (Queen Elizabeth Thtr)
- 16 Portland, Ore. (Benson Schl)
- 17 Juneau, Alaska (20th Cent. Thtr)
- 18, 19 Anchorage, Alaska (Anch. Hi)
- 21-23 Seattle, Wash. (Palomar Thtr)
- 24 Sacramento, Cal. (Sac. City Coll. Aud.)
- 25 San Francisco, Cal. (Nourse Audit)
- 26, 27 Boston, Mass. (John Hancock)
- 28, 29 Wellesley, Mass. (Jr. Hi)
- 30 Springfield, Mass. (Cathedral High Schl)

OCTOBER

NOVEMBER

- 1 Conn. Coll., New London (Palmer Aud.)
- 2 Detroit, Mich. (Ford Aud.)
- 3 Jamestown, N.Y. (Hi Schl)
- 4 Rochester, N.Y. (Masonic Thtr)
- 6 Hanover, N.H. (Webster Hall)
- 7 Worcester, Mass. (Burncoat Jr. Hi)
- 8-10 Montreal, Que. (West Hill Aud)
- 11 Beverly, Mass. (Bey. Mem. Jr. Hi)
- 12 Greenfield, Mass. (Hi Schl)
- 13 Pittsfield, Mass. (Pitts No. Hi)—M
- 14 Stamford, Conn. (St. Mary's Aud)
- 15, 16 New York, N.Y. (Hunter Coll.)
- 17 Kansas City, Mo. (Music Hall)
- 18 Colorado Spgs., Colo. (City Aud)
- 19 Denver, Colo. (East Hi)
- 20 Highland Park, Ill. (Hi School) M
- 21 Milwaukee, Wisc. (Shorewood Aud)
- 22 Chicago, Ill. (Austin Hi)
- 23 Washington, D.C. (Tel. EM 2-9554)
- 25 Duluth, Minn. (Orleans Jr. High)
- * 28 Santa Monica, Cal. (Civic Aud)
- 29 Berkeley, Cal. (Community Theatre)

DECEMBER

- 1-4 Los Angeles, Cal. (Wilshire Ebell Thtr)
- 5 Newport Beach, Cal. (Hi Schl)
- 6 La Jolla, Cal. (Pacific Beach Jr. Hi)
- 7 Ann Arbor, Mich. (Hi Schl)
- 8, 9 Plainfield, N.J. (Tel. PL 6-4737)
- 10 Bronxville, N.Y. (Sarah Lawrence U.)—M
- 11 West Point, N.Y. (2 P.M.)
- 11 Bedford, N.Y. (Fox Lane Hi)—6 P.M.)
- 12 Albany, N.Y. (Hi Schl)
- 13 Pittsburgh, Pa. (Penn Sheraton Hotel)
- 14 Williamstown, Mass. (Chapin Hall)
- 15 Watertown, N.Y. (Hi Schl)
- 16 Utica, N.Y. (Proctor High School)
- 17 Niagara Falls, N.Y. (Lafayette Jr. Hi)
- 18 Dedham, Mass. (Dedham Ctry Club)
- 27 New York, N.Y. (Harvard Club—private)
- 28 Baltimore, Md. (Towson Hi)

JANUARY

- 4 Paramus, N.J. (Hi Schl)
- 5 Ridgewood, N.J. (Ben Fkln Hi)
- 6 Pine Manor Jr. Coll., Wellesley (Priv.)
- 10 Sharon, Mass. (Hi Schl)
- 11 Providence, R.I. (R.I. Schl Design)
- 12 Pawtucket, R.I. (West Hi)
- 13, 14 Hartford, Conn. (Bushnell Aud)
- 17 Cambridge, Mass. (Sanders Thtr)
- 18-20 Bradford, Mass. (Bradford Jr. Coll.)
- 21 Bridgeport, Conn. (Klein Thtr)
- 24 Philadelphia, Pa. (Town Hall)
- 25 Merion Cricket Club, Pa. (Priv.)
- 26, 27 New Haven, Conn. (Hillhouse Hi)
- 28 Andover, Mass. (Andover Academy)
- 29 Exeter, N.H. (Priv.)
- * 30 Kettering, Ohio (Van Buren Jr. Hi)
- * 31 Madison, Wis. (Wis. Union Thtr)

FEBRUARY

- 1 Milwaukee, Wisc. (Mt. Mary Coll.—priv.)
- 1 Madison, Wis. (Wis. Union Thtr)
- * 2 Chicago, Ill. (Women's Ath. Club)
- 3 Toledo, Ohio (Doerman Thtr, T.U.)
- 4 Concord, N.H. (St. Paul's Schl—priv.)
- 5 Rye, N.Y. (Rye Hi Schl)
- 6 Antigua, B.R. West Indies (Mill Reef Club)
- 18 Brattleboro, Vt. (Litchis Theatre)
- 20, 21 Montclair, N.J. (Mt. Hebron Schl)
- 23 Toronto, Ont. (O'Keefe Aud)
- 24 Ottawa, Ont. (Ottawa Tech. Hi)
- 26 Birmingham, Mich. (Bloomfield Hills Hi)

- 1 Grand Rapids, Mich. (Civic Aud)
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Salesgirls wanted from December to end of season for employment in leading ski shop at top Vermont ski resort. Please send resume showing age, education, experience and skiing background to Box S, Ski Magazine, Hanover, N.H.

Moviemakers

cement, the worst snow conditions Miller has ever filmed. Then he's caught Ron Funk of Portland, Ore., with some equally talented friends, doing cornice jumps at Mammoth Mt.

To meet the demand for his films, Miller has added a musical score and narration to "Let's Go Skiing with Warren Miller," last year's popular show. Groups can rent the film to incorporate in their own programs.

Olympic stars filmed at the alpine races in Stowe after the Games are the *pièce de resistance* of Victor Coty's production which he will take on the road until Christmas then show with his other films at Stowe through Easter. The French, the Austrian, the Swiss and the American Olympic stars fight it out on the slopes of Mt. Mansfield in Coty's newest contribution to ski flickers.

Jim Farnsworth has ground his camera through seven countries and distilled the footage into a ninety-minute movie called "Tale of Two Skis." Among the stand-outs are revealing shots of French Olympic champion Jean Vuarnet on his home grounds at Chamonix. If you want to learn the secret of the French success at the Olympics this is it.

Farnsworth covered the Holmenkollen jump in Norway and has incorporated some repeat footage of Stein Erikssen. Also evident in "Tale of Two Skis" is Jim's improved method of following skiers over rough terrain without excessive camera jiggle.

Foresighted is the word for Sverre Engen who is already working on his 1961 film. With some revisions and updating Engen will show his "Ski Time U.S.A." to a limited number of audiences this year and try to make a big splash next season. Besides shots of a skier doing a full gainer on seven-foot three-inch skis Engen has dipped into the past for sequences of Hannes Schneider, Torger Tokle and Sig Hall, as well as Einar Fredbo torpedoing off Ecker Hill way back in 1931, before the "modern" style had been invented. Sverre is also illustrating the ski song "Cotton Pickin' Lift Tower" by Ray Conrad.

Among instructional films still available this year is "Champion Skiers' Class" distributed by E. J. Mauthner, P.O. Box 231, Cathedral Station, New York 25, N. Y. This film has a number of the Austrian champs doing wedeln. Instructional comments are in English. It's 16 mm black and white.

The Last Run

SKI LETTERS

Congratulations

SIRS:
TO SKI MAGAZINE WHICH HAS JUST COMPLETED ITS FIRST QUARTER CENTURY SINCEREST CONGRATULATIONS FROM THE HENKE SKI BOOT CO. WHO HAVE JUST COMPLETED THEIR THIRD QUARTER CENTURY DEDICATED TO THE GREAT SKI SPORT.

FRITZ BUSER

LIESTAL, SWITZERLAND

Olympic Commentary

Sirs:
The Games were very well run, as was to be expected with plenty of money to hire help and no bad luck from the weather. . . . One cannot, however, ignore the cost. Whether the millions spent were well spent, whether it was prudent or necessary to build so many permanent installations for so brief a use was, and still is, questionable.

The wide distribution of medals was the subject of considerable comment, mostly pleasant. In the skiing events, at least the alpine, there was no outstanding star. There might have been had not the most dramatic event connected with the Games happened before the competitions started—the accident to Bud Werner.

I submit that one of the most creditable performances was turned in by Tom Corcoran. He was fourth in the giant slalom, ahead of all the French, all the Germans, all the Italians, not to mention Schranz and Molterer. In the slalom he was ninth . . . had he been [entered in the downhill] he might well have been high on the list of the three-way combined.

It could be that the French success in the downhill was due, as advertised, to their new metal skis. Then too it could be training or management . . . they won three of the nine medals in individual alpine events and the first two places in the three-event combined.

Roland Palmedo

New York, N. Y.

Sirs:
The Games were the very best. From the organization and officiating to the accommodations for athletes and the entertainment the Games were, in my opinion, just perfect.

It is not very often that the Olympic medals are so evenly split among the countries in the nordic events. This even distribution of gold medals makes the Olympic games more interesting
continued page 110



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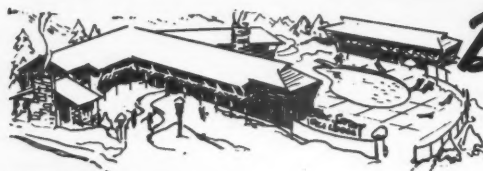
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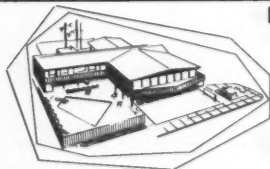


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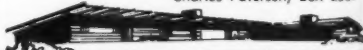
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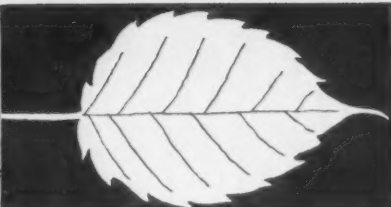


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Saranac Lake, N.Y.
32 Broadway

The Last Run continued from page 107

and more enjoyable to everybody. It shows that there is no nation so outstanding that it can monopolize the Games.

As for the American team, the women did as well as the rest of the world in alpine events. The men did well in the alpine races and jumping and should, within a few years, have a number of skiers able to conquer any competition in the world. In the cross-country and nordic combined Mack Miller put the United States on the map as a country to watch out for in the future.

Sven Wiik

Gunnison, Colo.

Foeger's Fanatics

Sirs:

There are no uncomplimentary comments among the students of our ski school. The Natur Teknik teaching method keeps the promises we make. . . . Possibly, one of them will write you a letter . . .

Walter Foeger

North Troy, Vt.

Here They Are, Walter

Sirs:

. . . I was pleased to note the article by Walter Foeger . . . after being a weekend skier for many years my only regret is that Walter Foeger wasn't around with his hops when I first started.

Elizabeth B. Reilly

South Burlington, Vt.

Sirs:

To many of us who have had lessons in the Natur Teknik there is no controversy concerning this method. It is the only way to learn parallel skiing quickly.

Janice M. Smith

Middlebury, Vt.

Sirs:

After having skied the Foeger way for almost two winters I strongly feel that the Natur Teknik is the only way to teach skiers at all levels of proficiency and under all snow conditions.

Gloria Kurzmann

Jackson Heights, N. Y.

Sirs:

Four of us from thirty to fifty-nine years old . . . had five lessons from Foeger and after a week were doing parallel turns. We do not know anything about the snowplow or stemming

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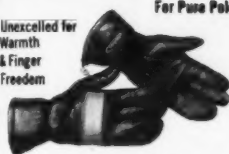


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SKI, OCTOBER, 1960

The Last Run

so are not qualified to comment on this
phase of skiing. However, we are en-
joying our skiing much more than many
people we have talked with who are
still doing snowplows after ten or
twelve lessons.

John R. Kennett
Montgomery Center, Vt.

A Ski Glutton

Sirs:

I have a question. How many vertical
feet of skiing should a person be able
to get in one seven-hour day? Most ski
area operators feel that 20,000 vertical
feet is plenty. That's less than two runs
per hour on a hill with a drop of 1,400
feet.

I disagree. I believe a person should
be able to reach 35,000 vertical feet a
day. I judge an area by how much sking
I can do in one day, not by what
kind of swimming pool it has or how
beautiful the warming house is.

Jerry Klug
Denver, Colo.

Colorado, Here We Come

Sirs:

I would like to put in a few words
about Colorado and other Rocky Moun-
tain ski areas. As I read every issue of
your wonderful magazine I fail to see
any appreciable amount of coverage or
articles on skiing in this area. I know
you're well aware of skiing in the
Rockies but certainly don't show it.

Bill Muhs

Arvada, Colo.

• We love the Rockies. Last year we
profiled Aspen in color, no less. For
more on Colorado see page 82—Ed.

Stelvio, My Stelvio

Sirs:

Many many belated thanks for the
article on Stelvio Pass in the March
(1960) issue. We braved the road up
to the pass and found ourselves in a
skiers' summer paradise... Had it
not been for your magazine we would
never have known Stelvio existed.

Mrs. R. L. Friedenwald
APO, New York, N. Y.

Gosh! That's Right

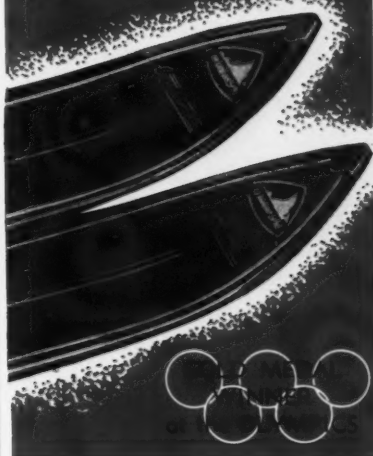
Sirs:

... it is a pity that SKI is not pub-
lished for the whole twelve months, as
your many readers in the southern
hemisphere surely must find it hard to
enthusias over ski magazines in the mid-
dle of a hot summer...

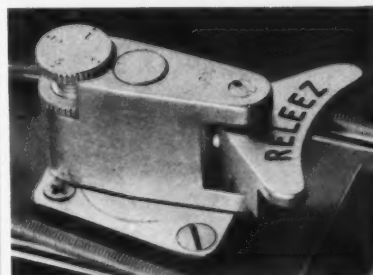
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SKI SHOPPING GUIDE

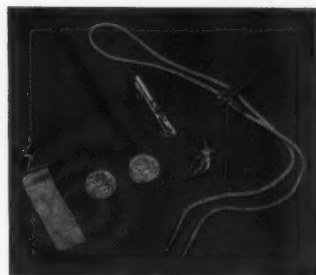


CHRISTMAS CARD

Time to think of Christmas cards like this one from Beau Monde. Colors are red and green on white vellum paper. Cards come with matching baronial envelopes. Up to 100, ten cents each plus 25 cents postage and handling; over 100, eight cents each plus 50 cents. For imprinting name, add \$2.50 for 25-100 cards; \$3.50 for 101 to 200 cards; \$4.50 for 201 to 500 cards. Beau Monde, Dept. S-010, 469 Beacon St., Boston 15, Mass.

ACCESSORIES

Here's a collection of tarnish-proof pewter accessories you can buy for that skier of yours. Left to right are lift ticket pin for \$1.25; Ullr key chain, 75 cents; zipper pull, 75 cents; ski and pole, \$1.00; bolo tie, \$1.25; and pin, \$1.00. Ski and pole and figures can be pins, tie clasps or bolo decoration. When ordering specify choice. Adirondack Store, 102 Lake Placid Road, Saranac Lake, N. Y.



If you are a (1) BARFLY, (2) SICK
(3) WORLD'S BEST SKIER (4)
NO EXPERT (5) UNATTACHED
(6) SQUAD LEADER,
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sweaters in unusual
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SKI CARRIERS

Ski carriers for sports cars are a specialty of Ski Imports. The carrier illustrated (for Mercedes 190SL) sells for \$37.50. Volkswagen carriers for two pairs of skis are \$5.95, for four pairs, \$9.95, all postpaid. Ask for free catalogue. Ski Imports, Box 49859, Los Angeles 49, Calif.

WIFE PLEASER

Make your wife the topic of after-ski conversation. Give her a pair of Indian pony squaw boots. Spotted white and brown color, they come in sizes four to 10 for \$7.50 postpaid. Order from Bloom Shoe Shop, 311 Sixth Ave., New York 14, N. Y.



HEADBAND

These handmade headbands provide warmth and color. Two or three color combinations to match your ski costume, school colors or club emblem. \$2.50 each, postpaid. Specify colors when ordering from M. Ruth LaFountain, Hartland, Vt.

for ski living and giving



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Marvelously soft, warm, combed cotton. Sag-proof neck, cuffs. 7 rich colors - Red, Black, Powder blue, Austrian blue, Olive, Yellow & White. Order Men's or Women's S-M-L. Only \$2.95 ea., plus 35c post.

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SKI SHOPPING GUIDE



SKI CARDS

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home and at play--- of the happy
malady we can only call...

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by Norman D. Clark



wedeln wiggles app
on the fairways



and, please, big
fat clouds soon



meanwhile, down in the cellar



check this slalom technique as we
take the corner by the boss's office



"and deep powder snow lies from
mid-October to late May"

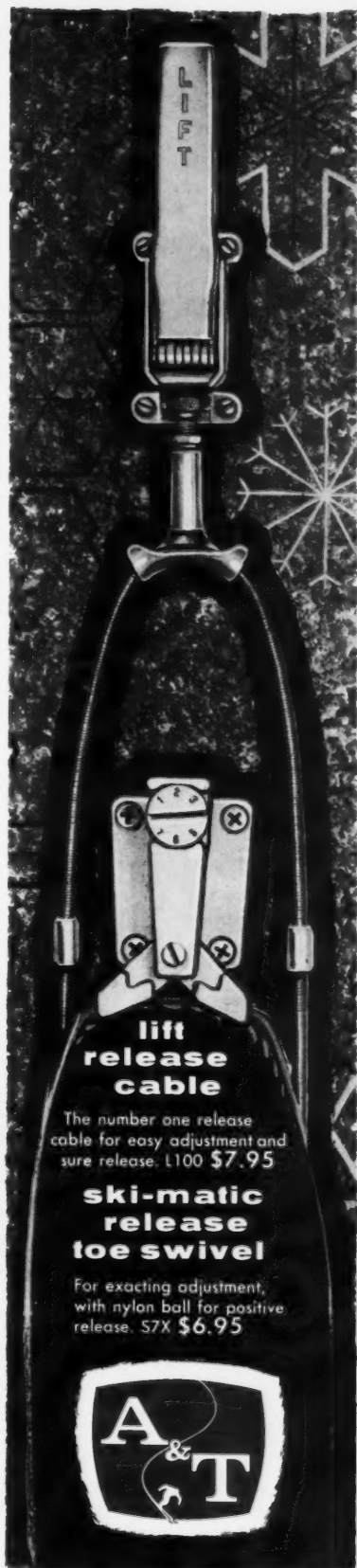


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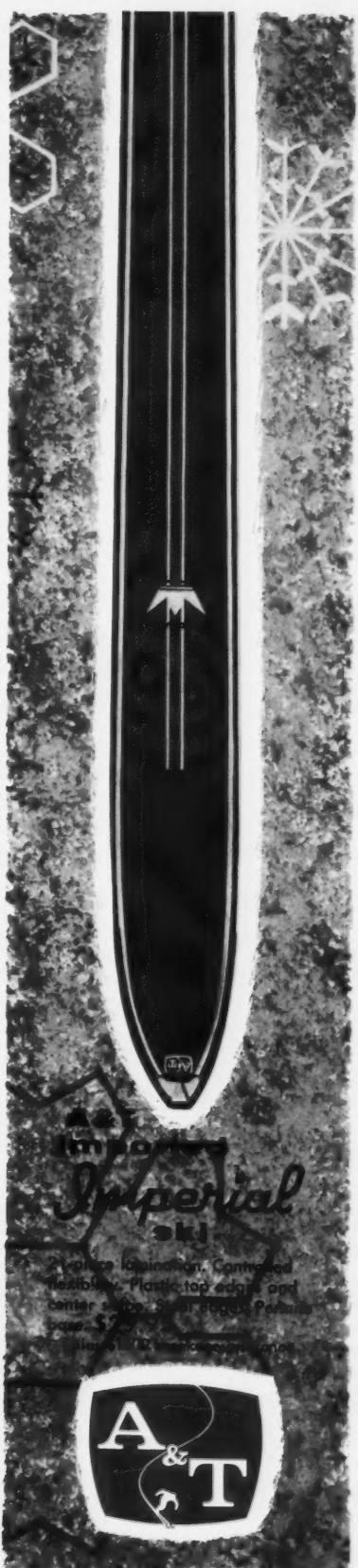
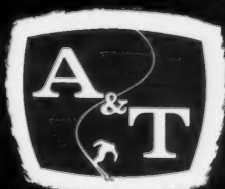


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